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ON THE COVER:
Editor Hazel snapped
Mike Jaskolski's '76
Blazer doing a little
side-wheeling in TTC's
Tank Trap. OK, he
flopped it.



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Prototype shown with options. Production model may vary. ©2015 Toyota Motor Sales, U.S.A., Inc.

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➔ FIRING ORDER



Just Ship It

I'm not gonna be one of those countless magazine editors who bemoan the demise of the crusty old parts counter guy. Sure, I remember walking into my local parts store and not seeing a computer anywhere in the building. If you wanted something, you told the old dude what it was, he looked it up in a catalog, and then either ran in the back to fetch it or told you he'd have to order it. Come back in 1 to 10 days. Dealing with an auto-savvy guy selling you auto parts was great, but I get that minimum wage waits for no business. Nowadays, more often than not you'll get a pimply faced teen or a mouth-breathing

counter guy. And why the hell wouldn't it? If all they're gonna do is punch your info into a computer and tell you to come back tomorrow when the part is there, what good are they? Why should you have to burn gasoline, waste time, and undergo aggravation when you can just grab your tablet and do the same thing from the comfort of your garage? That's what I've been doing lately.

Most recently I was doing some work on my wife's vehicle. It sprung a leak and needed a new radiator. I called around a few local places and after answering the standard "year, make, and model" question a half dozen times from three or four different

places I discovered the soonest any of them could get me a new radiator was three days. "Come on down and we'll take your money, place your order, and then have you come back and pick it up when it arrives." No thanks, buddy. I went online and found the radiator I needed through Amazon Prime (free next-day shipping!) and less than 24 hours later I had



simpleton who merely punches your vehicle info into his workstation and either finds what you're looking for on his computer screen or he tells you he has no idea. Catalog? What's that?

Nonetheless, time marches on and expectations make fools of us all. Long ago, I stopped assuming the parts person would know how to cross-reference, infer, search dusty catalogs, or actually be helpful in any way getting me what I needed. In fact, there's a perverse sense of comfort knowing you'll have to visit at least three auto parts stores to get everything you need for your project. However, the more I wrench on stuff in this modern age and the more parts I need to buy, the more I notice that the brick-and-mortar auto parts store is slowly going the way of the sagacious catalog

what I needed for \$30 less than the best local price I was quoted and a full two days sooner than any of 'em could make it happen. I didn't have to take an hour out of my day, burn \$20 in fuel to go fetch it, or wait in line behind some sketchy looking dude buying Vanillaroma air freshener, electrical tape, and a turbocharged butane lighter.

In the end, will drop-ship places like Amazon or eBay completely kill off the auto parts store? Probably not, but they may severely alter what an auto parts store is much in the same way more reliable vehicles altered the gas station. After all, how many gas stations now have a convenience store attached to them instead of a mechanic's garage?

—CHRISTIAN HAZEL

CHRISTIAN.HAZEL@FOURWHEELER.COM

PHOTOGRAPHY: CHRISTIAN HAZEL



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EDITORIAL

Network Content Director Rick P  v  

Editor Christian Hazel

christian.hazel@fourwheeler.com, fourwheeler.com,
facebook.com/christianhazel3, Twitter @ChristianHazel1,
Instagram @hbombindustries

Managing Editor Lee Lovell

Senior Editor Ken Brubaker

ART DIRECTION & DESIGN

Art Director Greg P. Smith

MANUFACTURING & PRODUCTION OPERATIONS

VP, Manufacturing & Ad Operations Greg Parnell

Senior Director, Ad Operations Pauline Atwood

Archivist Thomas Voehringer

READER SERVICES

Four Wheeler, P.O. Box 420235, Palm Coast, FL 32142-0235, 800/777-0555, 386/447-6385 (intl), or e-mail fourwheelr@emailcustomerservice.com. Please include name, address, and phone number on any inquiries.

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ADVERTISING

General Manager Steve VonSeggern
svonseggern@enthusiastnetwork.com
Associate General Manager Kurt Miller
Advertising Coordinator Gail Burns
Administrative Assistant Glenda Mack

Los Angeles Sales Office

831 S. Douglas Street
El Segundo, CA 90245
310/531-9900

Irvine Sales Office

1821 E. Dyer Road, Ste. #150
Santa Ana, CA 92705
949/705-3100

New York Sales Office

261 Madison Avenue
New York, NY 10016
212/915-4000

Detroit Sales Office

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VINTAGE EVERYTHING

I just received the first issue of my new subscription to *Four Wheeler*. I was pleasantly surprised to see the editor is a 1911 guy. Since you are looking for a 1903,

you might also want to check out the offerings of Cylinder & Slide in Fremont, Nebraska, at cylinder-slide.com.

Bill Laughridge, the bossman there, is offering a scaled-up 1903-like gun in .45 ACP, based on a prototype built by John Browning while he was finalizing the 1911. Bill built me a couple of revolvers a few decades ago. His work is absolutely first-rate.

Oh, by the way, I like your magazine.

RICH COLARCO
VIA EMAIL

And we like firearms. Pew, pew, pew.

OLD STUFF

The reason for writing is the series of Firing Order editorials in which you've hit the mark with me. Although I reside in the Rust Belt, I've been able to stumble onto a few trucks in decent shape. My current wheeling rig is an '82 Datsun pickup sporting an aggressive set of cheap mud tires in stock size and a welded rear diff. A Weber carb on a swapped-in 2.4L pushes it down the trail. I have had an abso-

lute blast in this truck over the last six years, riding along with some trail rigs that have a *lot* more cash invested in them than mine. Mind you, I have to put more planning into my line of travel than they do, but I have just as much fun. I think that is where you and your staff have had the most influence. More often than I can count I've had an article spark an idea (if I didn't just hijack yours completely) and either got me out in the garage or off to the trailhead with newfound enthusiasm. My appreciation of the old stuff (August's Firing Order) comes from years of bumming around my grandfather's general repair shop and watching him and his cronies working on first-gen Broncos, Blazers, and trucks used in oil fields. Lots of cool old tech and tall tales. I still have the chassis of his last major project built for those remote well sites: a '74 Datsun shortbed with a Lowe Manufacturing 4x4 conversion done by him and his friends. It still sports four-wheel drum brakes, and I see no reason why it shouldn't. Thanks for all the cheap tech and great stories. Keep 'em coming.

RICK STEPHENS
VIA EMAIL

TREKKER BAR

I was curious where the mounts for the LED lightbar came from on page 76 of "Import Upgrades" in the Apr. '15 issue of your magazine.

They're custom. The owner of that vehicle fabricated the lightbar mounts himself.

TRAVIS MCGEEHEE



OLD YOTA

Thought you might like these.

RICHARD BRANDT
VIA EMAIL

SMOKIN' BATTERIES

I read the "Best Buys \$100-\$250" article in the Jan. '15 issue, and I wanted to ask you about the picture of the three Optima batteries connected plus-to-minus, giving a total end voltage of 36 V (12+12+12=36). What is this being used for? On a 12V truck system, a jumper battery is connected plus to plus and minus to minus. If a good ground is available on a steel engine, then use it. Forget grounding a setup like this to an aluminum engine—lots of smoke! Ground to the minus on the dead battery.

DANIEL M. HART
VIA EMAIL

Linking two 12V batteries together in series gives you 24V, which is great for a quick field-welding fix. Just put the welding rod on the Positive lead and attach the Negative to the work. The three batteries linked in series works well with a cutting rod to remove brackets or metal. That's what we were messing with when we shot that photo. I sent it to Henry Mueller to use in that story 'cause it was a nice shot of multiple Optimas. **FW**



WHERE TO WRITE

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RPM

AUTOMOTIVE NEWS

THAT'S INTERESTING

➤ **The inductees into the** 2015 Off-Road Motorsports Hall of Fame are Shannon Campbell, Chris Collard, Michael Gaughan, Curt LeDuc, and Jerry Penhall. Learn more at ormhof.org.

➤ **Winning: Strategic Vision's** 20th annual Total Quality Index, which surveys owners of new '15 models, ranked the Jeep Wrangler Unlimited tops for the entry SUV category and the Dodge Durango for midsize. Ram nabbed best non-luxury brand. And Fiat Chrysler itself ranked the highest among all automakers for the first time.

➤ **AAA studied numbers and** punched figures and learned that 8 out of 10 drivers are actually getting better mpg than the EPA window sticker's claim.

➤ **One million eight-speed** transmissions assembled at the Fiat Chrysler Kokomo

Trans Plant, in case you've been trying to keep track.

➤ **Certify studied some** business-spending things and noticed that business travelers were putting down more money on Uber than on taxis. And completely unrelated to vehicles, the most expensed restaurant was Starbucks.

➤ **VW will be opening a new** parts distribution center in Sacramento, California, meaning parts will more than likely be an overnight delivery.

➤ **Want to know what a** Porsche might taste like fileted? You'll get close to the experience at Restaurant 356, which opened at the Porsche Experience Center in Atlanta.

➤ **The new '17 Ford Raptor** did more than 1,000 miles of testing in the desert, confirming, among other things, that it's 25 percent quicker than the



current model. The truck arrives in dealerships late 2016.

➤ **Chevy's back in the low-** cab forward business in the U.S. They're Isuzus called Chevys.

➤ **CarMD's Vehicle Health** Index, which looks at the most common check-engine-light-related vehicle repairs, revealed that, in 2014, the O2 sensor was once again the



Photo: GM



most common repair. New on the list were replace thermostat and replace fuel injection. Another revelation was that the West paid more on average, drivers in the Midwest the least.

➤ **The '16 Chevy Silverado** has a new look.

➤ **\$2.5 mil is what Fiat** Chrysler invested in upgrading its climatic test cell at the Chrysler Technology Center with a new 4x4 dyno for snow and rain testing. Winds and blizzard-like conditions can be simulated to check for what happens to performance, such as snow in the air intake.



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IS IT TRUE?

➔ **OnStar** has dealt with a billion requests from its customers? Among those, 4.5 million were emergency services and more than 270 million turn-by-turn-navigation?

➔ **The University of Michigan's Mobility Transformation Center** opened Mcity, a 32-acre test facility/city where automated and connected cars can be tested in real-world conditions?

➔ **Right now, more than 37 percent** of medium and heavy-duty commercial trucks registered in the U.S. are of the clean-diesel variety?

➔ **San Francisco/Oakland/Hayward metropolitan statistical area** had the highest vehicle theft in the country in 2014, according to the National Insurance Crime Bureau?

➔ **Ford is developing headlights** that will make it easier for you to see people and animals in your path at night? And it will work a GPS/front-camera system to know when curves ahead for better illuminating or to predict what lies ahead?



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Chevy Colorado/GMC Canyon Get a Diesel

And here it is: the long-awaited Duramax for the mid-size Colorado and Canyon. The 2.8L is hooked to a Hydra-Matic 6L50 six-speed auto and makes 181 horses and 369 lb-ft of torque, which helps bump the trailering to 7,700 pounds on two-wheel drives and 7,600 pounds on four-bys. The diesel-equipped truck—adding \$3,730 over the gas model—will have a smart diesel exhaust brake system, a new integrated trailer brake controller, 3.42 rear axle, and a new two-speed T-case.



The First 2016 Ram 3500 Has Arrived

You can smell the 900 lb-ft of torque coming off the 6.7L Cummins, right? They're here.



Toyota Fortuner

The overseas seven-seat Toyota Fortuner got a major redesign (it's Hilux-bred). This includes a new turbodiesel and new appearance. So look at it.

➤ New 2016 Ford F-150 Limited

The Ford F-150 is getting its most fancy-pants model yet, the Limited. This means it's loaded in the standards: technology, safety features, and convenience stuff, as well as a high-end interior look. It also has the new Pro Trailer Backup Assist where the truck controls the steering and speed. Plus, the Limited has unique polished-aluminum wheels, a distinct grille and bumpers, a chrome exhaust tip, and in case you still haven't figured out it's a Limited based on those qualities, the word "Limited" is on the hood.



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—RUPERT STADLER, CHAIRMAN OF THE BOARD OF MANAGEMENT AT AUDI AG, TO AUTOMOTIVE NEWS EUROPE, ABOUT AUDI'S PLAN TO BE HYPER-FOCUSED ON SUVs AND CROSSOVERS

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FORD

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6" Radius Arm Kit w/shocks	\$1279.95
4" Radius Arm Kit w/shocks	\$1053.48
4" 4WD w/shocks	\$799.96
2" Body LR (11-15)	\$399.95
2" Leveling Kit	\$99.99
1" Budget Boost	\$69.99
99-04 F250 & F350	
6" 4WD Lift w/shocks	\$995.95
4" 4WD Lift w/shocks	\$809.95
2.5" Leveling Kit	\$295.95
1" Front Shackles	\$74.95
3" Body Lift (99-03)	\$334.95
1997-2014 F-150	
6" 2014 4WD w/shocks	\$1299.95
6" 2014 2WD w/shocks	\$1195.95
4" 2014 4WD w/shocks	\$1299.95
2" 2014 4WD w/shocks	\$169.95
2" 09-14 Leveling Kit	\$99.95
6" 09-13 4WD w/shocks	\$1549.95
6" 09-13 2WD w/shocks	\$1399.95
2" 09-13 Lift Kit	\$169.95
6" 04-08 4WD w/shocks	\$1399.95
4" 04-08 4WD w/shocks	\$1299.95
2" 04-08 4WD Lift Kit	\$169.95
2" 04-08 4WD Leveling Kit	\$81.95
3" 04-05 Body Lift	\$365.95
6" 97-03 4WD w/shocks	\$1295.95
2" 97-03 4WD Lift Kit	\$159.95
2" 97-03 4WD Leveling Kit	\$99.95
4" 97-03 4WD Combo Lift	\$279.95
3" 97-03 Body Lift	\$199.95
2" 97-03 Body Lift	\$187.95
JEEP	
JEEP 07-15 JK LIFTS	
2" Spacer Lift	\$129.99
3" Coil Lift w/ shocks	\$439.99
4" Coil Lift w/ shocks	\$575.99
5" Coil Lift w/ shocks	\$1299.95
2" Body Lift	\$119.99
JEEP 84-01 XJ LIFTS	
2" Spacer Lift w/ shocks	\$251.46
3" Coil Lift w/ shocks	\$290.66
4.5" Coil Lift w/ shocks	\$495.95
3" Coil/Rear Leaf w/shocks	\$510.94
4.5" Coil/Rear Leaf w/shocks	\$749.94
JEEP 97-06 TJ LIFTS	
2" Spacer Lift w/ shocks	\$229.75
3" Coil Lift w/ shocks	\$459.99
4" Coil Lift w/ shocks	\$529.99
4.25" Combo Lift	\$529.99
1.25" Body Lift	\$94.95
2" Body Lift	\$108.75
3" Body Lift	\$114.22
JEEP YJ & CJ LIFTS	
1.25" 87-95 YJ Body Lift	\$89.95
4" 87-95 YJ Lift w/shocks	\$625.95
2" 87-95 YJ Lift w/shocks	\$499.95
2" 87-95 YJ Body Lift	\$89.99
3" 87-95 YJ Body Lift	\$95.99
2" 72-86 CJ Body Lift	\$89.74
3" 72-86 CJ Body Lift	\$94.66
JEEP GRAND CHEROKEE LIFTS	
2" 93-98 ZJ Spacer Lift w/shocks	\$218.62
4" 93-98 ZJ Coil Lift w/shocks	\$639.95
4" 99-04 WJ Coil Lift w/ shocks	\$699.95
4" 05-07 WK Lift	\$1499.95
JEEP COMANCHE MJ	
4.5" 86-92 Lift Kit	\$549.95

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—STATEMENT ON FIAT CHRYSLER'S BLOG

YOUR GOVERNMENT AT WORK

- Oregon has begun its pay-by-the-mile program, OReGO. It's currently voluntary for 5,000 participants.
- It's now the law that rental-car companies have to fix recalled vehicles before they can be rented.
- It's now the law in Tennessee to bust open a vehicle that isn't yours to save a pet when it's getting, as the kids say, hot in here.

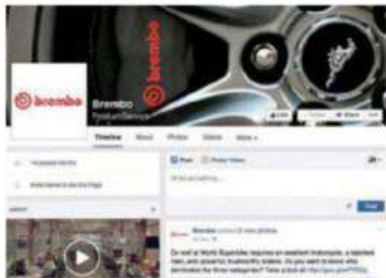
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»»» WHAT'S HAPPENING IN THE INDUSTRY



➔ **Brembo has hit the million-followers mark on Facebook.** And its website has had a redo: brembo.com.

➔ **Check out showmetheparts.com for 360-degree photos of aftermarket parts.**

➔ **The Garage Gurus facilities have opened in Dallas and Atlanta.** They're among the 15 Federal-Mogul Motorsports nationwide tech-training centers scheduled to be up and running in 2015.

➔ **Pep Boys has been in the Puerto Rico market for 20 years now.**

➔ **Knowyourparts.com is a site for auto techs,** so go there and learn about parts through the articles and other info techs get to see.

➔ **Looking for personalized/customizable auto trinkets?** Try zazzle.com. Floor mats with your name, air fresheners with a photo you upload, and other things can be had, since the holidays are coming fast, people. **FW**



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Baja RS	Baja XRS	Harness Belts	Sportline RRS
\$299	\$369	\$85 - \$149	\$475

JEEP BREACH

Is your Jeep's 3.6L Pentastar engine laboring to pull in air like it's trying to breath under water? S&B's Air Intake Kit for '12-'15 JK Wranglers provides filtration protection while allowing a bunch more airflow into the engine. The result is more power, mileage, and peace of mind. S&B's Air Intake Kit comes complete with the high-flow element and everything you see here. **INFO:** S&B Filters, 909/947-0015, sbfilters.com



BOTH WAYS

It doesn't matter whether you have 120 or 240V power, Miller Electric's new Millermatic 211 welder has you covered. Just switch the tip on the Multi-Voltage Plug and the machine does the rest. Features like Advance Auto-Set makes welding as easy as using a cell phone camera. No need to mess with wire speed or heat. Just select your material thickness in Auto-Set and the Millermatic 211 does the rest. It can weld anything from 24-gauge to 3/8-inch material in one pass and supports spool guns. And because it's an inverter-based machine, it's smaller and 50 percent lighter than previous models. **INFO:** Miller Electric, 920/734-9821, millerwelds.com



SUPER HUB

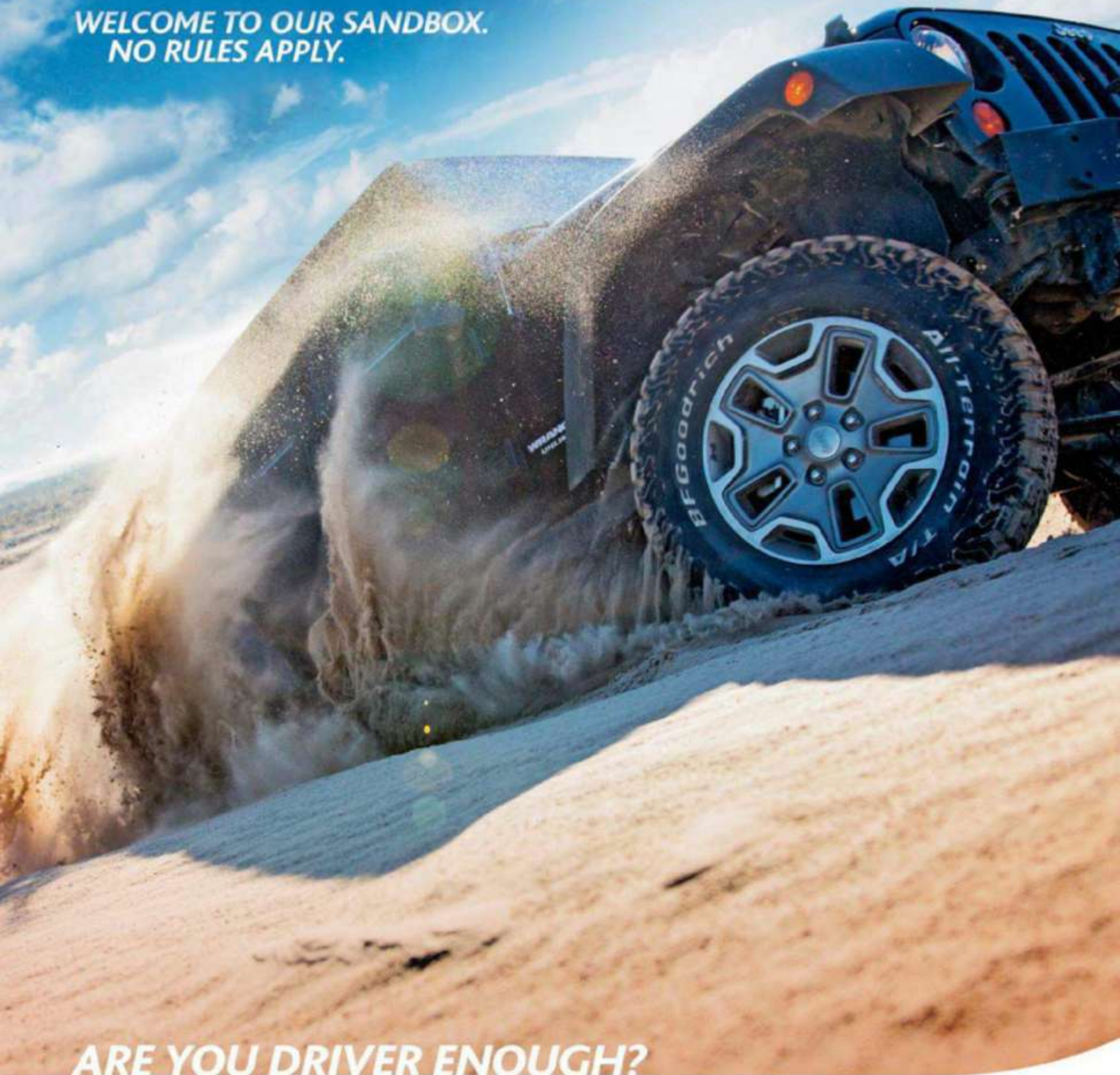
Got a '05-newer Ford Super Duty pickup but hate the cheesy plastic locking hubs they come with? Warn's new Premium hubs feature heat-treated chromoly steel gears and an upgraded bearing housing provide greater strength. If that's not enough, marine-grade corrosion-resistant stainless steel hardware and an all-metal cap and dial give you the performance, looks, and durability that will make your Super Duty stand out from the rest. **INFO:** Warn Industries, 800/543-9276, warn.com



HARD REAR

For starters, they're made in the USA—good stuff right away. Next, they'll accommodate a 35-inch tire on the factory spare, include a 12-inch LED third brake/running light that's DOT approved, and have provisions for beefy 3/4-inch shackles. Boom, shackle lackle. Finally, the OE hitch can be retained, the wiring harness is easy to install, and it's made from premium powdercoated heavy-duty steel. What more can you ask for? Maybe a limited lifetime warranty? Done! **INFO:** ICI, 800/626-8746, icionline.com

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HORSE HEADER

When was the last time you saw a company come out with a new product for the '66-'77 Bronco? Yeah, we thought so. Drake Off-Road has the pony truck guys' back, however. Case in point: its new ceramic-coated long-tube header for early Broncos running 289/302 V-8 engines. They're engineered with all the good stuff like 1½-inch-diameter mandrel-bent primaries, 3-inch collectors, and silver ceramic coating for thermal protection. Construction-wise, the flanges are ¾-inch-thick and the tubing is 16-gauge steel. Good stuff. **INFO:** Drake Off-Road, 855/372-5367, drakeoffroad.com



6 PACK

Two new early Bronco products in one magazine? You betcha. Classic Instruments has recognized a need for not one, but five, color schemes for early Bronco six-function gauge replacement assemblies. White, Tan, Black and Gray, plus the OE version featuring orange pool cue pointers with spun centers, and a satin-black bezel just start the available options. This package is complete with all necessary mounting hardware and sending units and Classic Instruments' own built-in Zeus Speedometer Technology and push-button calibration, providing easy setup and installation. **INFO:** Classic Industries, 800/575-0461, classicinstruments.com

HEAVY HAULER

Diesel stuff is heavy. So when Bullet Proof Diesel found itself hauling a variety of vehicles and parts to races and events all over the country, it decided to invent itself a better form of payload management system. Allowing the flexibility to reconfigure the payload while still being securely mounted and resisting the vibration of the undulating terrain, this innovative e-track and a-track fitting allows the potential to cinch down and reposition loads of any shape or bulkitude. **INFO:** Bullet Proof Diesel, 480/247-2331, bulletproofdiesel.com



ALL TRUSSED UP

Factory JK Wrangler axles bend. They just do. If your Dana 30 or Dana 44 front axle hasn't suffered that twist of fate yet (see what we did there?), you can install a G2 axle truss to keep your housing factory-straight forever. The G2 axle truss is CNC laser cut from ¾-inch steel and precisely formed for an exact fit. Just weld it on and forget about it. **INFO:** G2 Axle and Gear, 310/900-2687, g2axle.com **FW**



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11-15 F-250 4WD	6" Stage 1 Kit w/ ES Shocks	EXP41758	\$1124.99
14-15 Chevy 1500 4WD	6" Knuckle Kit w/ ES Shocks	EXPK11548	\$1683.99
11-15 Chevy 2500 2/4WD	6" Knuckle Kit w/ ES Shocks	EXPK10858	\$1807.99
2015 Ram 1500 4WD	6" Stage 1 Kit w/ ES	EXPK21018	\$1868.99
07-15 Tundra 2/4WD	7" Stage 1 Kit w/ ES	EXPK50858	\$1829.99
07-15 JK 4-Door	3.5" Lift	EXPK31008	\$711.99

RANCHO SUSPENSION KITS

2015 F-150	6"	RANRS66501B	\$1542.99
10-14 F-150	4"	RANRS6519B	\$1650.99
2015 F-150	4"	RANRS66500B	\$1542.99
08-10 F-250/350 SD	4"	RANRS6514B	\$1151.97
2014 Silverado 1500	4"	RANRS66301B	\$1752.99
07-13 Silverado 1500	4"	RANRS6583B	\$1701.99
11-15 Silverado 2500HD	4"	RANRS6554B	\$2250.99

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2015 Tacoma 4.0L **\$282.99** K/N63-9037



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1500	14-15	5.3L	2	+11 hp	K/N63-3082	\$247.99
1500	09-13	4.8L	2	+10 hp	K/N63-3070	\$305.99
1500	09-13	5.3L	2	+10 hp	K/N63-3070	\$305.99
2500 HD/3500	11-14	6.6L DSL	2	+19 hp	K/N63-3077	\$296.99
Tahoe	2015	5.3L	2	+11 hp	K/N63-3082	\$247.99
Tahoe	09-14	5.3L	2	+10 hp	K/N63-3070	\$305.99
Tahoe	09-14	5.3L	2	+10 hp	K/N63-3070	\$305.99
FORD						
F150	11-14	5.0L	2	+12 hp	K/N63-2581	\$266.99
F150	11-14	3.5L	2	+11 hp	K/N63-2583	\$278.99
SVT Raptor	10-14	6.2L	2	+20 hp	K/N77-2579KTK	\$343.99
F250/F350 SD	11-15	6.7L DSL	2	+12 hp	K/N63-2582	\$365.99
F250/F350 SD	11-15	6.2L	2	+14 hp	K/N77-2582KTK	\$266.99
JEEP						
Wrangler	12-15	3.6L	2	+12 hp	K/N63-1566	\$296.99
Wrangler	12-15	3.6L	2	+12 hp	K/N63-1566	\$296.99
Wrangler	07-10	3.8L	1	+8 hp	K/N57-1553	\$262.99
Wrangler	97-06	4.0L	1	+12 hp	K/N57-1514-1	\$243.99
RAM						
1500	11-14	5.7L	2	+16 hp	K/N63-1561	\$280.99
1500	11-12	4.7L	2	+9 hp	K/N63-1529	\$316.99
2500/3500	13-15	6.7L DSL	2	+15 hp	K/N63-1568	\$219.99
2500/3500	13-14	5.7L	2	+16 hp	K/N63-1561	\$280.99
2500/3500	11-12	6.7L DSL	2	+8 hp	K/N63-1562	\$449.99
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Tacoma	12-14	4.0L	2	+9 hp	K/N63-9037	\$282.99
Tacoma	05-13	2.7L	2	+7 hp	K/N63-9026	\$314.99
Tacoma	05-11	4.0L	2	+10 hp	K/N63-9025	\$266.99
Tundra	10-14	4.6L	2	+14 hp	K/N63-9035	\$296.99
Tundra	12-14	5.7L	2	+9 hp	K/N63-9036	\$296.99
Tundra	07-11	5.7L	2	+13 hp	K/N63-9031-1	\$274.99

NOTES:

1) Street Legal in 50 States.

2) Street Legal in most states, not legal for sale or use in California or other states with similar emission control regulations.

*Estimated horsepower and torque gains based on specific or similar vehicle dynamometer tests. Results will vary.



Truck and Jeep Accessories

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Application

Chevy / GM

07-15 Silverado/Sierra 1500 2WD/4WD	2"	Front Leveling Kit	DAYKG09139BK	\$99.99
14-15 Silverado/Sierra 1500 2WD/4WD	2"	Front & Rear Leveling Kit	DAYKG09138BK	\$218.99
07-13 Silverado/Sierra 1500 2WD/4WD	2"	Front & Rear Leveling Kit	DAYKG09118BK	\$218.99
11-15 Silverado/Sierra 2500 2WD/4WD	2"	Front Leveling Kit	DAYKG09123	\$129.99
99-10 Silverado/Sierra 2500 2WD/4WD	2"	Front Leveling Kit	DAYKG09107	\$129.99
14-15 Tahoe/Suburban/Yukon 2WD/4WD	2"	Front Leveling Kit	DAYKG09134BK	\$129.99

Ford

10-14 F-150 Raptor 4WD	2"	Front Leveling Kit	DAYKF09129BK	\$129.99
09-15 F-150 2WD/4WD	2"	Front Leveling Kit	DAYKF09124BK	\$129.99
05-15 F-250/F-350/F-450/F-550 4WD	2.5"	Front Leveling Kit	DAYKF09119BK	\$129.99
99-15 F-250/F-350/F-450/F-550 2WD	2"	Front Leveling Kit	DAYKF09101BK	\$129.99

Dodge

09-15 Ram 1500 4WD	2"	Front Leveling Kit	DAYKC09113BK	\$129.99
09-15 Ram 1500 4WD	2"	Front & Rear Leveling Kit	DAYKC09114BK	\$159.99
94-13 Ram 2500/3500 4WD	2"	Front & Rear Leveling Kit	DAYKC09122BK	\$218.99
13-15 Ram 2500/3500 4WD	2"	Front Leveling Kit w/Shocks	DAYKC09138BK	\$239.99
14-15 Ram 3500 2WD	2"	Front Leveling Kit	DAYKC09134BK	\$159.99

Toyota

05-15 Tacoma 2WD/4WD	2.5"	Front Leveling Kit	DAYKT09116BK	\$129.99
07-15 Tundra 2WD/4WD	3"	Front Leveling Kit	DAYKT09125BK	\$129.99
10-13 4 Runner 2WD/4WD	2.5"	Front Leveling Kit	DAYKT09133BK	\$129.99
07-14 FJ Cruiser 2WD/4WD	2.5"	Front Leveling Kit	DAYKT09124BK	\$159.99
07-14 Sequoia 2WD/4WD	3"	Front Leveling Kit	DAYKT09125BK	\$129.99

Jeep

07-15 JK 2WD/4WD	1.75"	Front & Rear Leveling Kit	DAYKJ09137BK	\$159.99
07-15 JK 2WD/4WD	3"	Front & Rear Kit w/ Shocks	DAYKJ09153BK	\$399.99
97-06 TJ 2WD/4WD	1.75"	Front & Rear Leveling Kit	DAYKJ09103BK	\$129.99
97-06 TJ 2WD/4WD	2.75"	Front & Rear Kit w/ Shocks	DAYKJ09160BK	\$459.99
84-06 TJ/XJ/ZJ 2WD/4WD	1.75"	Leveling Kit (Pair)	DAYKJ09100BK	\$39.99
84-01 XJ Cherokee 2WD/4WD	1.75"	Front & Rear Leveling Kit	DAYKJ09105BK	\$169.99



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DAYKJ71030



DAYKJ71048BK

Hood Cowls & Vents

Application

07-18 Jeep JK

07-16 Jeep JK

95-06 Jeep YJ / TJ

Description

Side Hood Vents

Center Hood Vents

Hood Vents

Part

DAYKJ71048BK

DAYKJ71049BK

DAYKJ71042BK

Price

\$121.99

\$69.99

\$79.99

Hood Wranglers

Application

07-16 Jeep JK

97-06 Jeep TJ

Description

Hood Wrangler

Hood Wrangler

Part

DAYKJ09146BK

DAYKJ09146BK

Price

\$24.99

\$24.99

Dash and Switch Panels

Application

11-15 Jeep JK

07-10 Jeep JK

07-10 Jeep JK

07-10 Jeep JK

Description

Dash Panel with GPS/Phone Cradle

Dash Panel with GPS/Phone Cradle

Switch Panel

A-Pillar Switch Pod w/ switches

Part

DAYKJ71047BK

DAYKJ71020

DAYKJ71030

DAYKJ71048BK

Price

\$35.99

\$24.99

\$19.99

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AFTER RUNNING THE FRAME TWISTER, Top Truck Challenge 2015 competitor Christopher Bowman said, "I loved it. Loved every minute of it, man. I wouldn't change a minute of it. We broke, we got through it, we motored, we're here, I'm excited!" And that, wheeling fans, is the kind of intensity that permeates the incredible, legendary, action-saturated Top Truck Challenge, better known simply as TTC.

If you're not familiar with TTC, here's the lowdown: *Four Wheeler* readers selected the 10 competitors from reader-submitted entries. You can read all about the competitors and their rigs in the Nov. '15 issue of *Four Wheeler* or on fourwheeler.com. The 2015 event, held at the Hollister Hills SVRA near Hollister, California, marked the 23rd anniversary of this off-the-hook week-long competition, and it included seven off-road events. They included the Tow Test, Frame Twister, Mini Rubicon, Obstacle Course, Hill Climb, Coal Chute, and Tank Trap. Each event was designed to test the vehicle and driver in a different way. During every event, each competitor was being timed or his or her distance measured. Scores were kept for each event and the driver with the highest score at the completion of TTC was named Grand Champion. To do well—and naturally they all want to do well—a driver must possess outstanding off-road driving skills and think clearly under pressure. Strategy is also a key factor. For example, going foot-to-the-floor during the first event and suffering catastrophic breakage is not good strategy because there are still six events remaining. But neither is babying the rig and losing points.

There are also other factors that competitors have to deal with. For one thing, the terrain the competitors are competing on is often far different than the terrain they're used to wheeling. Also, during competition, video and still cameras track their every move, microphones record audio, scores of competitors and support staff watch intently, five stone-faced judges (armed with ticking stopwatches) oversee almost everything, millions of people follow the action on social media, and there's in-depth reporting on the competitors' performance both in print and digitally. If they do well, it's there for all to see. If they don't, it's also there for all to see.

The competition was filled with awesome action, incredible drama, and several surprises. It was a truly epic throwdown with these 10 skilled drivers and their rigs as the star attraction. Over the next several pages you'll read detailed information about TTC 2015. There's a description of each event course, a play-by-play of how every competitor did in each event, scores of photos of the competitors in action, quotes from the drivers, and much more. Oh, and of course you'll find out who won TTC 2015, so read on.



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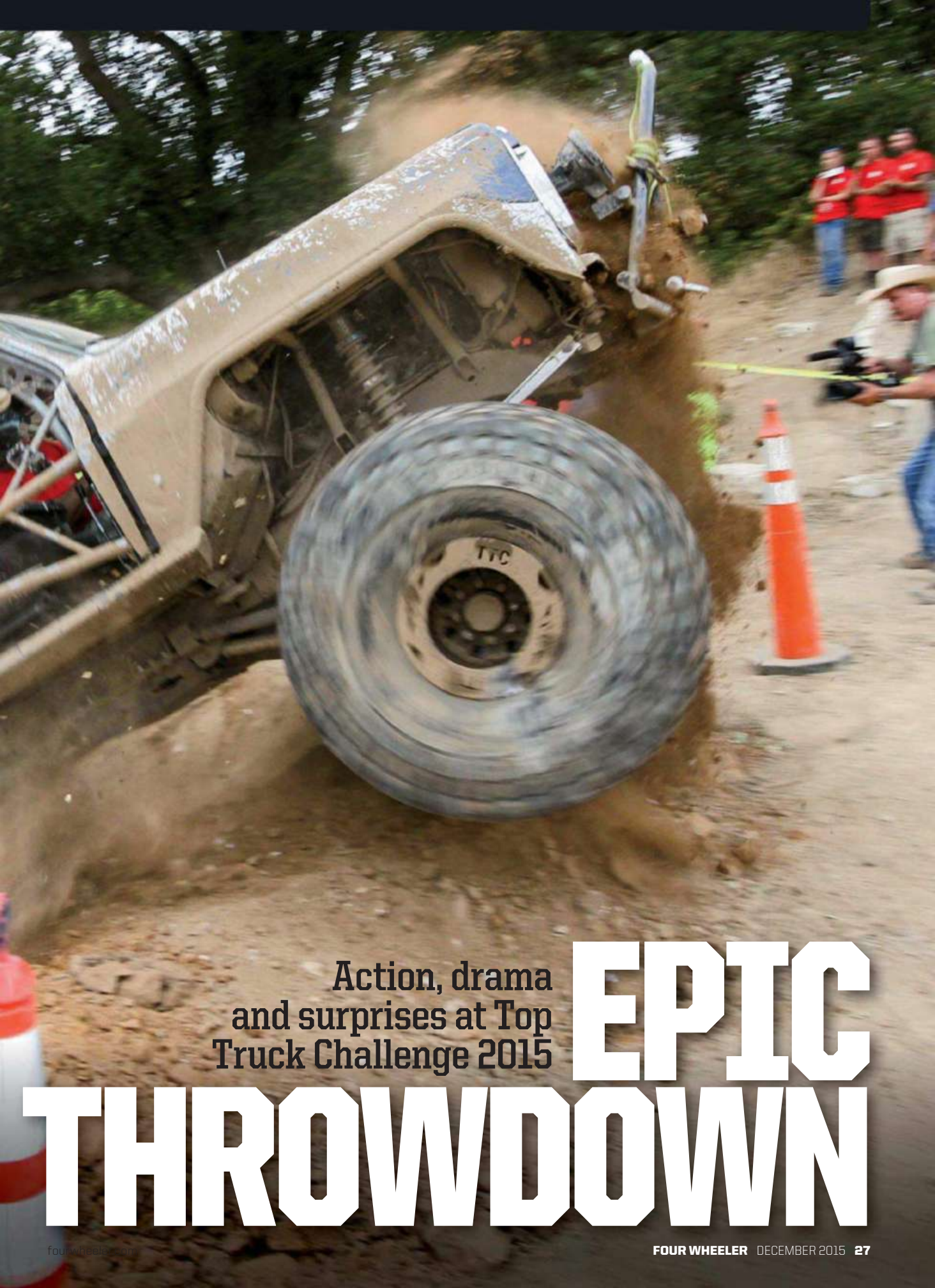
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EPIC THROWDOWN

Day 1 Event 1: **THE TOW TEST**

The Tow Test is like a truck pull that consumed a case of energy drinks. It's exciting, unpredictable and there's nothing normal or boring about it. We held this infamous event on a graded dirt track that climbed approximately 13 feet in elevation over its 144-foot length. Additionally, the track had a maximum angle of approximately 16 degrees. Each competing vehicle was tethered to a prototype '10 BMV Harsco M923A2 truck that weighed approximately 40,500 pounds. During competition, each competitor was allowed one pull, and there was no time limit. A pull was considered completed when the front axle of the M923A2 crossed the finish line or when forward momentum ended. The Tow Test has historically shown the innate ability to find and destroy weak components in a competitor's rig, and this year was no different as several rigs broke or had general problems. Also this year, none of the competing vehicles completed a full pull.

Driver Quotes

☛ "That was awesome. I'm a little bummed out about all the tranny fluid I'm seeing, but that's OK, we'll fix it. I think I know what it is." —**Jason Moon**

☛ "It was fun. I had a little more axelwrap and bouncing than I expected, but..." —**Jeremy Brown**

☛ "It felt good. It was fun. This is exciting. I'm glad to get the first one out of the way because boy, my belly is all wound up. Legs are shakin'. We're good; we got the first one." —**Mike Jaskolski**

☛ "I was hoping it would get up in rpm's a little more, I think I only hit, like, 3,500, but it's not broken, that's all I care about." —**Ryan Agan**

☛ "Loved it, actually. We did some tows just before we left Canada, and we had her dialed in pretty good before we left, so we're pretty happy with this pull. I felt very good with it." —**Dan Osterhout**

☛ "We were in double-low and giving it everything this little TBI motor had." —**Christopher Bowman**



RESULTS (ranked by time or overall distance traveled)

1. Furlong.....	108 ft. 5 in.
2. Jaskolski.....	105 ft. 5 in.
3. Moon	100 ft. 10 in.
4. Kam.....	99 ft. 10 in.
5. Osterhout	98 ft. 10 in.
6. Bowman	96 ft. 7 in.
7. Gray	95 ft. 5 in.
8. Agan	88 ft. 7 in.
9. Brown	77 ft. 2 in.
10. Brazier	3 ft. 0 in.



The Play-By-Play

Agan: Sixth competitor. All four tires at 25 psi, TH400 transmission in Second gear, NP203/205 T-cases in low range. No wheelhop. Smooth and sustained application of power with body lean to the passenger side.

Bowman: Final competitor. Pulled to the right when leaving the start line. The 54-inch Baja Claw TTC tires were aired to 9 psi, the TH400 was in Drive, and both T-cases were in low range.

Brazier: Ninth competitor. Tires set at 8 psi, the hybrid R154/R150 manual transmission was in First gear, and the dual T-cases were in low range. Twisted the input shaft on the second T-case when leaving the start line.

Brown: Second competitor. Ran with 14 psi in the tires, the SM465 transmission in Second gear, and the NP205 T-case in low range. Feathered the throttle throughout the run to combat wheelhop that started right off the line.

Furlong: Eighth competitor. The Cummins turbodiesel engine contributed to the furthest pull of the event. Ran with 10 psi in the front tires and 13 psi in the rear tires, the TF727 transmission in Second gear, and the NP205 T-case in low range.

Gray: Fifth competitor. Eight psi in all four 54-inch Baja Claw TTC tires, the TH400 transmission in First gear, and both T-cases in low range. Engine misfire from faulty plug wires along the way. Smooth run with no wheelhop.

Jaskolski: Third competitor. Strong run, thanks in part to the 555ci big-block engine, but the driver thought there wasn't enough pressure in the nitrous bottle. Shifted the TH400 transmission into Third gear when the engine hit the rev limiter in Second. The front and rear tires were set at 15 psi and 12 psi respectively.

Kam: Fourth competitor. Started with the TH400 transmission in Second gear but downshifted to First along the way due to fuel injection issues. Eight psi in all tires. Broke a front axle stub shaft along the way.

Moon: First competitor. Ran with 12 psi in the front tires, 10 psi in the rear tires, the TH400 transmission in First gear, and the NP203/205 in low range. The 632ci engine was running poorly, both axleshafts broke in the rear 2½-ton Rockwell, and the transmission breather broke. Nonetheless, a very good pull.

Osterhout: Seventh competitor. Super smooth run with a steady application of power from the 427ci V-8. Virtually no wheelhop. Each 47-inch tire was set to 10 psi, the TH400 transmission was in First gear, and the NP205 T-case was in low range.

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Day 1 Event 2: **THE FRAME TWISTER**

We should probably call it the Mind Twister because it's hard to wrap your head around this incredible event. There were four distinct segments to the Frame Twister. The first was the gnarly, boulder-strewn Squeeze Rock segment, which began just a few feet from the start line. We added a deep hole at the end of the Squeeze Rock segment to further compound the challenge. The second segment included the wet log section, which contained nine logs situated perpendicular to the direction of travel, and each was separated by deep holes that were filled with water. The third segment was a challenging pile of secured downed trees and logs. The fourth segment included a jumble of culvert pipes, tanks and tires to crawl over. The total length of the course was only approximately 550 feet, but to competitors it probably felt much longer. Competitors were allowed 20 minutes to complete the course (this is an increase of 10 minutes from 2014) and time penalties were added to their overall time for infractions such as hitting a course marker cone or violating a safety rule. A competitor was disqualified if they traveled out of bounds. If a competitor failed to complete the course, their score was based on overall distance traveled. This year, slightly over half the field actually completed the Frame Twister.

Driver Quotes

“I did not want to winch out of it and I wanted to drive everything if I could, but the logs are just a little too deep.” —**Jeremy Brown**

“That Squeeze Rock just screwed me up. I felt like the rest of the run was pretty smooth. Just Squeeze Rock got me bad, but that's Top Truck Challenge.” —**Ryan Agan**

“It was fun, but it was tough. It's everything it lives up to be, and that's the reason why I didn't like it. I wasn't looking forward to it to start with to be honest with you. That was one event I wasn't looking forward to, those logs. They got us. But we got it, and we finished it.” —**Mike Jaskolski**

RESULTS (ranked by elapsed time including penalties or distance traveled if DNF)

1. Kam..... 1 min. 59 sec.
2. Gray..... 5 min. 25 sec.
3. Bowman..... 7 min. 26 sec.
4. Agan..... 7 min. 37 sec.
5. Brown..... 9 min. 44 sec.
6. Jaskolski..... 15 min. 20 sec.
7. Furlong..... DNF
8. Osterhout..... DNF
9. Moon..... DNF
10. Brazier..... DNS

“**IT WAS FUN! I REALLY WOULD LIKE TO DO IT AGAIN SOME TIME.**” —**KIMBERLY GRAY**





The Play-By-Play

Agan: Fourth competitor. The front tires were aired to 10 psi and the rear tires at 8 psi. Winched out of the Squeeze Rock section and the Warn winch's cable pulled tight with approximately 3:05 on the clock. Became stuck early into the logs and winched through, exiting with approximately 6:30 on the clock. Drove the last two segments with no winching.

Bowman: Seventh competitor. Cleared the Squeeze Rock section with no winching. Blew the rear driveshaft in the wet logs after flying/bouncing over most. Used his dual-motor Warn 8274 to winch through the remainder of the wet logs as well as in the final two segments of the course.

Brazier: Did not run due to damage incurred in the Tow Test.

Brown: Third competitor. Worked through Squeeze Rock without winching, and exited with approximately 3:10 on the clock. Winched through the wet logs, with the Warn 8274's cable pulling tight with approximately 5:25 on the clock. Drove the rest of the course with no winching.

Furlong: First competitor. Cleared the Squeeze Rock with approximately 1:05 on the clock but blew the rear passenger-side tire, broke the rear radius arms, pulled the rear driveshaft apart, and broke two hydraulic fittings for the rear-steer while exiting.

Gray: Second competitor. Breezed through Squeeze Rock, exiting with approximately 50

seconds on the clock. Used the Warn winch to pull the rig through the wet logs, exiting with approximately 3:30 on the clock, and drove the rest of the course with no winching. Damaged the passenger-side front shock while exiting the course.

Jaskolski: Fifth competitor. Became stuck in Squeeze Rock, and began winching. Cleared Squeeze Rock with approximately 3:00 on the clock. Became stuck in the wet logs and began winching but suffered winch problems, which contributed to exiting the wet logs with approximately 13:33 on the clock. Completed the course.

Kam: Sixth competitor. Fastest run of the event. Even with EFI problems he blew through the Squeeze Rock section and flew over most of the wet logs. No winching along the way.

Moon: Final competitor. Became wedged in the Squeeze Rock section after breaking the one good rear axleshaft that was installed quickly after Tow Test. Co-driver exited to begin unspooling the Warn Zeon 12 winch cable with approximately 40 seconds on the clock. The team couldn't unstick the big rig with just front-wheel drive, and the driver chose to end the run with approximately 10:24 on the clock.

Osterhout: Eighth competitor. Ran with 8 psi in the tires. Traveled out of bounds with approximately 2:10 on the clock while trying to reposition the rig in the Squeeze Rock section. Bent the rear-steer linkage along the way.



Day 1 Event 3: **THE MINI RUBICON**

It was approximately 225 feet of boulder-strewn goodness, but there was nothing good about it. That's what made it challenging fun. Just like its namesake, the Mini Rubicon was a rocky expanse that tested just about every aspect of a competitor's rig. We threw in some deep holes, just because we do stuff like that. We didn't saddle competitors with a bunch of cumbersome rules. There were no penalties for winching, stopping, or backing up. Instead, we gave each competitor 5 minutes to travel as far as they could. Cones marked the course and hitting one resulted in a 30-second penalty, while a safety violation resulted in a 1-minute penalty. Traveling out of bounds resulted in disqualification at that point. This year, only four rigs made it to the finish line.

Driver Quotes

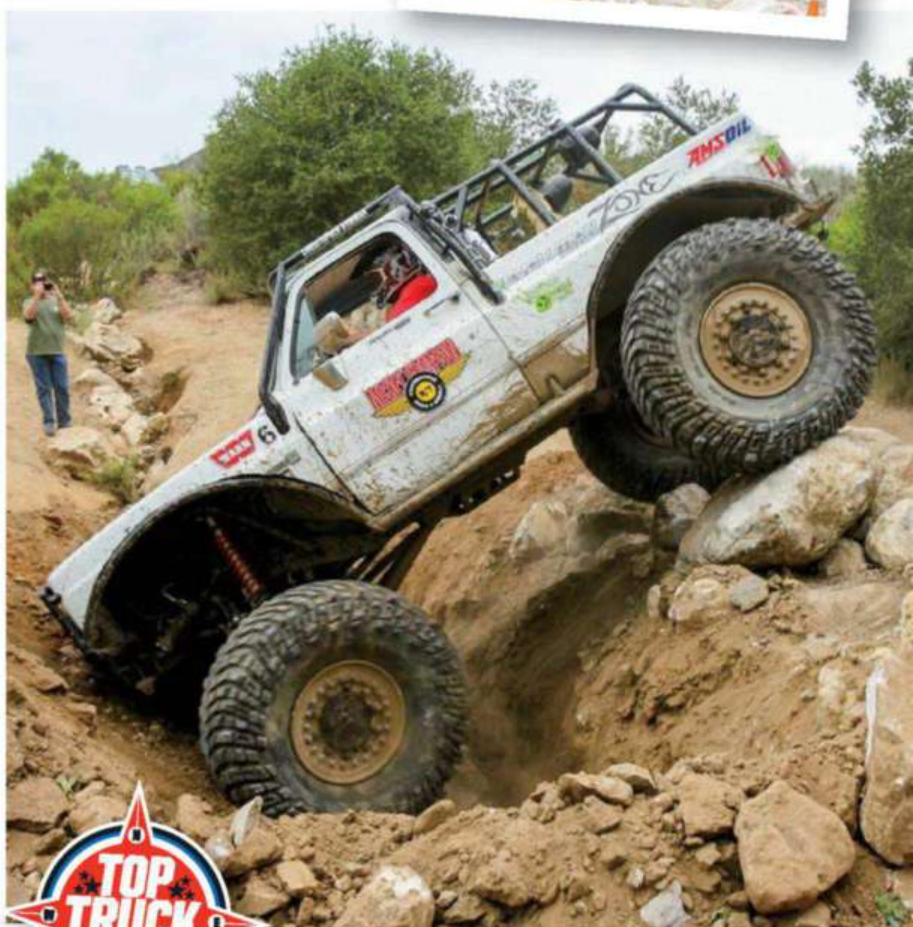
➤ "It was fun. It was a little intimidating walking it, but driving it was fun." —**Kimberly Gray**

➤ "I was hoping to do better, but I'm very inexperienced on rocks and stuff like that. Don't get to play around on that stuff." —**Jake Brazier**

➤ "That's the first time I've actually been on real rocks." —**Eric Kam**



➤ **"THOSE ARE BIG ROCKS. AND TRYING TO DO IT IN FIVE MINUTES, THAT'S TOUGH."** —**MIKE JASKOLSKI**



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Day 1 Event 3: **THE MINI RUBICON**, continued



The Play-By-Play

Agan: Fifth competitor. Climbed onto the course easily but backed off to realign with 1:30 on the clock. Made steady, slow progress without winching to earn him the furthest distance of the rigs that didn't complete the course.

Bowman: Third competitor. Easily traversed the rocks to gather the second fastest time of the event.

Brazier: Fourth competitor. Returned to competition with a new/used rear T-case. Powered onto the course but could only coerce the rig 46 feet before timing out.

Brown: Seventh competitor. Ran with 7 psi in the tires. Fantastic start to the course but soon ran into trouble and couldn't proceed any further before timing out.

Furlong: Did not run due to damage incurred in the Frame Twister.

Gray: First competitor. Completed the course with no winching and excellent driver/spotter communication.

Jaskolski: Final competitor. Completed the course without winching. Airborne out of the final hole at the finish line. Pretzled the rear driveshaft.

Kam: Second competitor. Breezed through the course with no problem. Fastest run of the event.

Moon: Sixth competitor. Came to the event with only front-wheel drive. Broke the passenger-side front axleshaft a few feet into the course and he chose to end his run with approximately 3:00 on the clock. Also ripped a tire off the bead.

Osterhout: Eighth competitor. Bad luck early into the course when he broke the rear axle stub shafts, damaged one of the rear spindles, and two boots.

RESULTS (ranked by elapsed time including penalties or distance traveled if DNF)

1. Kam..... 1 min. 19 sec.
2. Bowman..... 2 min. 23 sec.
3. Gray..... 3 min. 48 sec.
4. Jaskolski..... 4 min. 39 sec.
5. Agan..... 82 ft. 0 in.
6. Brown..... 52 ft. 6 in.
7. Brazier..... 46 ft. 0 in.
8. Osterhout..... 42 ft. 2 in.
9. Moon..... 7 ft. 0 in.
10. Furlong..... DNS



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Day 2 Event 1: **THE OBSTACLE COURSE**

The second day of Top Truck Challenge competition kicked off bright and early with the eye-opening Obstacle Course. Competitors didn't need any caffeine for a jump start on Obstacle Course morning—the event woke 'em up real fast. Maybe Obstacle Course would be a better name. We revamped the course in 2014, and this year we threw another curve at competitors by reversing the direction of travel. Last year's start line became the finish line, and the finish line became the start line. Due to the ongoing California drought, the course was waterless like last year. The course featured an upper section and a lower section. Competitors began in an undulating ravine that led them to the upper section, which included the infamous "U-Turn Hill" and a series of deep, nasty holes, including one that was particularly steep and deep. If they made it through the upper section, competitors traveled into the lower section's series of shockingly deep holes that preceded the finish line. Obstacle Course was designed to be more about accuracy than speed, though speed was certainly important. The event had a 10-minute time limit, and the course was marked with a large number of cones. Hitting a cone resulted in a 10-second penalty each. This year, only three competitors completed the course in the allotted time.

Driver Quotes

➤ "Deep holes. Fun though. I wish I could've made it farther." —**Jeremy Brown**

➤ "Obstacle Course was a blast. It was definitely big, big holes, and we had a good time. Put on a little bit of a show up top, so it was good times. Came out with our wheels still on, still right side down."

—**Christopher Bowman**

➤ "It was tough. Those holes were huge. A little bit bigger than I was expecting." —**Mike Jaskolski**

➤ "I liked it. I wish I could've finished it. I'm a little disappointed about the belt, but I loved it."

—**Kimberly Gray**

➤ "Very happy with it. It was a lot of fun. It was good." —**Dan Osterhout**

➤ "I expected big holes because of the water shortage. A little bit bigger holes than I thought. It was pretty cool how they ran it backwards from normal. It was good, it was fun. We did well, so it worked out." —**Ryan Agan**

RESULTS (ranked by elapsed time including penalties or distance traveled if DNF)

1. Osterhout 6 min. 54 sec.
2. Agan 7 min. 35 sec.
3. Moon 8 min. 9 sec.
4. Furlong DNF
5. Kam DNF
6. Bowman DNF
7. Gray DNF
8. Brown DNF
9. Jaskolski DNF
10. Brazier DNF



➤ **"IT WAS GOOD. HARDER THAN I EXPECTED."**

—**ERIC KAM**



The Play-By-Play

Agan: Fourth competitor. Entered the holes in the lower section with only approximately 2:30 on the clock. Became stuck and instantly began winching. Toggled between winching and driving for the rest of the course and earned the second fastest run of the event.

Bowman: First competitor. A little too much speed into the first hole in the upper section resulted in a near endo. The front end of the truck became wedged against the wall of the second hole in the lower section. After several attempts to move the truck forward, the team began dragging the truck out using the rear winch with approximately 6:39 on the clock. Timed out.

Brazier: Seventh competitor. Fast run to the top of U-turn Hill but rolled the vehicle on its side with approximately 55 seconds on the clock.

Brown: Second competitor. Lifted the rear wheels while descending the first hole in the upper section with approximately 1:25 on the clock. Became stuck in the second hole in the upper section with approximately 2:45 on the clock. The winch was buried in dirt and the truck couldn't back up due to the angle. Attempts were made to access the winch to no avail. Timed out.

Furlong: Eighth competitor. Came to the event repaired from damage incurred in the Frame Twister. Entered the first hole in the upper section with approximately 1:35 on the clock. Entered the lower section with approximately 2:58 on the clock. Alternated between winching and driving through the holes but timed out. The rear steer had an air bubble in it, which affected function during the run and the factory transmission cooler failed near the end of the run, which allowed the transmission to draw engine coolant.

Gray: Third competitor. Slow, calculated, clean run to the lower section, arriving with approximately 4:20 on the clock. Threw the power steering belt leaving the upper section and stopped to repair it with approximately 5:15 on the clock while near the first hole in the lower section. Timed out after attempting repairs.

Jaskolski: Sixth competitor. Exited the first hole in the upper section with approximately 2:05 on the clock. Stuffed the front of the truck into the dirt bank in the second hole in the upper section. The safety crew extinguished a small fire caused by a broken engine oil sending unit. Driver chose to end his run with approximately 4:02 on the clock.

Kam: Fifth competitor. Blazing-fast run to the lower section, arriving with only approximately 1:30 on the clock. Toggled between winching and driving for the last section. Engine began running poorly due to fuel injection issues. Timed out.

Moon: Ninth competitor. Entered the first hole in the upper section with approximately 1:35 on the clock. Engine was running poorly throughout, but incredibly he drove through all the holes in the lower section without winching to complete the course.

Osterhout: Final competitor. Blazed through the upper section, arriving at the lower section with approximately 1:54 on the clock. Became stuck in a hole and began winching with 4:05 on the clock. Completed the course to earn the fastest time.

Day 2 Event 2: THE HILL CLIMB

A standard hillclimb just isn't going to cut it at Top Truck Challenge. No way. We think our Hill Climb was one of the most challenging there is because we took standard hillclimb ingredients—a steep hill and dirt—and we folded in deep, strategically placed holes, gobs of loose dirt, tall dirt piles, and a few twists and turns. The result was a beyond-nasty 600-foot obstacle that had an average angle of approximately 60 degrees. It was hard to walk and even tougher to drive. And speaking of driving, most of the time the driver and passenger saw only sky due to the steep angle. The Hill Climb rewarded those who can think on-the-fly and punished those whose thoughts were elsewhere. We gave each team 5 minutes to complete the course, and during that time, they could winch, back up, or stop and gaze at the view of the Hollister Hills. What they couldn't do is travel out of bounds or violate a safety rule. This year, half the field clawed their way to the top.

Driver Quotes

- 🔥 "I'm pumped up! This is awesome. Ready for the next event." —**Jake Brazier**
- 🔥 "I had no plan of attack. Just slow and steady and reach the top. That's what I've been doing all competition, just slow and steady." —**Kimberly Gray**
- 🔥 "We're very pleased. We're just ecstatic and kind of speechless right now. We're so happy to make a couple courses in a row. No breakage. The motor's not right, but the suspension is performing, the lockers are performing, we're doing OK, we just gotta keep dialing on the motor and if we can improve through the event we'll be real happy." —**Jason Moon**
- 🔥 "It was great. I want to go do it again." —**Jeremy Brown**
- 🔥 "It was definitely intimidating at first, but once I was on course, it wasn't nearly what I thought it was going to be and so I made the wrong gear choice and was too low and wished I went to a higher speed. And by the time it was done I blew the rear driveshaft and it was all over." —**Christopher Bowman**
- 🔥 "I wish I would've went with a different strategy. I was trying to get a lot of power and go fast, adrenalin rushing a little bit, and I probably would've been better off to slow down a little bit." —**Mike Jaskolski**
- 🔥 "I loved the Hill Climb. That was fun." —**Dan Osterhout**



RESULTS (ranked by elapsed time including penalties or distance traveled if DNF)

1. Moon..... 46 sec.
2. Osterhout 1 min. 1 sec.
3. Brown 1 min. 5 sec.
4. Brazier 1 min. 46 sec.
5. Gray 4 min. 14 sec.
6. Jaskolski..... DNF
7. Bowman DNF
8. Furlong..... DNF
9. Agan DNF
10. Kam..... DNF



The Play-By-Play

Agan: First competitor. Backed up from the start line to gather increased momentum. Both driveshafts failed with approximately 20 seconds on the clock. Attempted to winch further, but timed out 142 feet into the course.

Bowman: Second competitor. Fought and clawed his way up the hill with numerous backups to gain momentum. Chose to end his run due to a failed rear driveshaft.

Brazier: Fifth competitor. Strong, steady run to the top of the hill with the turbo-charged six-cylinder engine screaming.

Brown: Eighth competitor. Strong, consistent run up the hill with the leaf spring suspension soaking up the terrain. Earned the third fastest time of the event.

Furlong: Fourth competitor. The transmission was slipping under load, which caused him to end his run with approximately 2:56 on the clock after traveling 155 feet into the course.

Gray: Sixth competitor. Blasted up the hill and was near the finish line with approximately 1:45 on the clock, but a loose coil wire caused the engine to quit and the team fought to get it restarted for the next few minutes. Eventually the engine was restarted and the rig was driven across the finish line.

Jaskolski: Seventh competitor. Strong run but broke the CV joint on the front drive-shaft along the way, which sapped forward momentum. With approximately 1:51 on the clock the co-driver started prepping to winch. Timed out attached to the winch cable.

Kam: Third competitor. Suffered fuel injection problems and due to limited power only traveled 113 feet into the course.

Moon: Ninth competitor. Unleashed the 555ci engine and blasted to the top to earn the fastest time of the event.

Osterhout: Final competitor. With the 427ci engine making ample power and the welded spider gears in the 2½-ton Rockwell axles sending power to all four wheels, the rig easily climbed to the top of the hill to earn the second fastest time of the event.



SHOP BY VEHICLE OR TALK TO AN EXPERT



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HANKOOK
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AT51

MICHELIN
LTX A/T 2

PIRELLI
Scorpion ATR

YOKOHAMA
Geolander
A/T-S

XD SERIES

XD811
Rockstar II
17 18 20 22 24

XD128
16 17 18 20



Am. Racing AR172 Baja
15 16 17

Granite Alloy GA640
16 17 18 20

Granite Alloy GV8
17 18

MAMBA M18
15 17 18 20

METHOD NV
16 17 18 20

WORX 801 Triad
16 17 18 20



ATX AX194 Ravine
17 18 20

BLACK ROCK B.R. 950 Lobo Steel 15x7
15

Dick CEPEK Cepek Terrain
17 20

MOTO METAL MO976
18 20 22

ULTRA Predator II 6-Spoke
17 18 20

W.E.R. 504 Legacy
16 17 18 20

BRAKES



SUSPENSION



LIGHTING



Day 2 Event 3: THE COAL CHUTE

We like to make things hard at Top Truck Challenge. It's what we do. Competitors don't come to TTC for easy. However, there's one course at the Hollister Hills SVRA that we don't have to modify because it's tough in stock form. It's called the Upper Obstacle Course, and it's where we held our Coal Chute event. The course was approximately 525 feet in length and throughout its length featured walls as high as 10 feet, rocks, cement tubes, and much more. The course starts out tough, with a huge climb up a massive series of man-made rocks, and the course culminates with a steep climb up a cement incline. Each competitor was given 20 minutes to complete the course and were penalized 10 seconds if they hit a course marker cone or 1 minute if they violated a safety rule. This year, like in 2014, five competitors completed the course.

Driver Quotes

🔧 "We planned on using the winch, saving the rig. We got a long day tomorrow, plus this is what we do. I mean, we crawl this kind of stuff, so we know the limits of this vehicle, that's it. We keep pushing it she'll break, so it was a good day." —**Christopher Bowman**

🔧 "I had no experience with it. Just trying to find a way around the rock. I almost got around it, but I can't turn tight enough to stay on course to go around that rock the way we tried. Just ran out of time." —**Jake Brazier**

🔧 "It was much more intimidating when I walked it. They really kind of scared me. But once I was in the truck it was good." —**Kimberly Gray**

🔧 "The second obstacle I thought I was going to go over backwards. Must be my wheelbase. The front end started unloading and had to put her in reverse to bring the front end down." —**Mike Jaskolski**

🔧 "It was tough. Really tough. But it was good. I enjoyed that one. We didn't make her to the end, but it was good." —**Dan Osterhout**

🔧 **"I HAD A BLAST. WAY EASIER THAN I THOUGHT IT WAS GOING TO BE AND I'M GLAD WE FINISHED."**

—**JEREMY BROWN**

RESULTS (ranked by elapsed time including penalties or distance traveled if DNF)

1. Agan 5 min. 22 sec.
2. Bowman 10 min. 22 sec.
3. Jaskolski 14 min. 19 sec.
4. Brown 15 min. 34 sec.
5. Gray 16 min. 45 sec.
6. Osterhout DNF
7. Kam DNF
8. Moon DNF
9. Furlong DNF
10. Brazier DNF





The Play-By-Play

Agan: Ninth competitor. Fast, winch-free run through the course to earn the fastest time of the event.

Bowman: First competitor. Began winching with approximately 1:15 on the clock to climb the first rock walls. Steady progress through the course and was hooking up winch cable with approximately 9:20 on the clock to winch up the final hill and complete the course.

Brazier: Eighth competitor. Winch line broke during winching up the first rock walls with approximately 1:55 on the clock. Tried several things to get up the first rock walls, including routing the rear winch line under the length of the vehicle to use it to pull the vehicle over the rocks. Timed out.

Brown: Fifth competitor. Immediately began winching over the first rock walls and winched several more times through the length of the course. Suffered a minor winch problem with approximately 7:50 on the clock. Connecting winch cable to climb the final hill with approximately 14:30 on the clock. Damage report: broken center pin on the passenger front leaf spring pack.

Furlong: Fourth competitor. The transmission was slipping, which halted progress 19 feet into the course. Damage report: bent the rear radius arms.

Gray: Seventh competitor. After a couple attempts at the first rock walls, the team began spooling out winch cable with approximately 27 seconds on the clock. Winched a couple more times and suffered a minor winch binding issue along the way. Drove up the final climb after two tries to complete the course.

Jaskolski: Sixth competitor. Began winching with 40 seconds on the clock over the first rock walls. Winched a few more times and finished the course to earn the third fastest time of the event.

Kam: Final competitor. Began winching over the first rock walls with approximately 1:25 on the clock. Broke a driver-side stub shaft early into the course. Timed out. Alternator failed on the way back to competitor camp.

Moon: Third competitor. Tried to climb onto the first rock walls, but with approximately 3:33 on the clock, the team began unspooling winch cable. Winched a couple more times and suffered engine and winch problems along the way. Timed out.

Osterhout: Second competitor. Began winching up the first rock walls with approximately 32 seconds on the clock. Winched several more times on the course and timed out. Traveled the furthest distance of those who did not complete the course. Damage report: bent rear steering linkage.

Day 3 Final Event: **THE TANK TRAP**

The seventh, and final, event of Top Truck was by far the most challenging. The other six events were tough, but the Tank Trap was absolutely brutal. How so? Well, its brutality is by design. The course's distance was approximately a quarter-mile in length, it had a 195-foot climb in elevation from start to finish, and it encompassed a mind-boggling array of obstacles that hit competitors hard and fast. It's important to note that The Tank Trap is a standard feature at the Hollister Hills SVRA, but for TTC we modify it to our demented specifications using water and heavy equipment. In other words, it's only like this once a year. This year, as in 2014, the California drought forced us to cut back on water usage, so we eliminated some water holes but we used the same water hole numbering system as in previous years for continuity. A few yards into the course, competitors had to climb a tall, loose-dirt hill and navigate the deep Water Hole 2. From there, they entered the infamous 100-yard-long "Canyon" that contained steep rock walls in excess of 7 feet in height, slippery steep rock waterfalls, nasty ledges, and generally inhospitable terrain. If they made it through the Canyon, it was onto Water Hole 3 and then a series of deep, slippery, dry climbs and descents. Provided they were still moving, competitors came face-to-face with Water Hole 5 and then the off-camber "Crevice" before dropping into Water Hole 6 and Water Hole 7. The final obstacle was a long, slippery dirt hill that stood between them and the finish line. Competitors were not allowed to see the course prior to competition and were given 30 minutes to complete the course. Because of its difficulty level, Tank Trap is worth double the points of the other events, so a competitor can gather needed points or extend a lead by doing well.



Driver Quotes

➤ "It's a dream come true." —**Jeremy Brown**

➤ "My whole goal, the whole time we came here was to finish the Tank Trap. Did it! Awesome!"

—**Kimberly Gray**

➤ "That went a lot easier than I thought it would be to honest with you. But man, is that an awesome course. Holy mackerel. That takes the cake for me, that was good." —**Dan Osterhout**

➤ "Ya know, it was a little more challenging than I figured. I thought we'd move through there a little faster than that. I felt that was going to be one of our stronger competitions, but the terrain layout is really tough on the running gear, and we suffered greatly in the Tank Trap." —**Jason Moon**

➤ "Exactly what I expected. I've been paying attention for quite a long time now, so I knew what I was in for." —**Adam Furlong**

RESULTS (ranked by elapsed time or distance traveled if DNF)

1. Osterhout	9 min. 13 sec.
2. Agan	10 min. 3 sec.
3. Bowman	14 min. 7 sec.
4. Gray	16 min. 18 sec.
5. Kam	18 min. 55 sec.
6. Brown	24 min. 33 sec.
7. Brazier	DNF
8. Moon	DNF
9. Furlong	DNF
10. Jaskolski	DNF

➤ **"DEFINITELY A VERY HIGH CALIBER TRAIL. IT KIND OF FELT LIKE JUST TRAIL WHEELING WITH SPEED."**

—**CHRISTOPHER BOWMAN**



The Play-By-Play

Agan: Fourth competitor. Entered Water Hole 2 with approximately 49 seconds on the clock. Flew through the Canyon and entered Water Hole 3 with approximately 2:32 on the clock. Winched out of Water Hole 4 with approximately 5:03 on the clock. Became stuck in Water Hole 6 with approximately 6:07 on the clock. Had the co-driver attach the winch cable far up the final hill, which was a good time-saving strategic move. Winch cable pulled tight with approximately 9:14 on the clock. Second fastest time of the event.

Bowman: Second competitor. Began winching out of Water Hole 2 with approxi-

mately 1:25 on the clock. Into Water Hole 3 with approximately 6:30 on the clock, into Water Hole 4 with approximately 6:57 on the clock. Winched out of Water Hole 4 with 8:47 on the clock. The dual-motor Warn winch made winching super-fast. Winched up the final hill to earn the third fastest time of the event.

Brazier: Ninth competitor. Drove out of Water Hole 2 with approximately 1:11 on the clock. Flew through the Canyon. Winched out of Water Hole 4 with approximately 5:57 on the clock. Engine started making bad noises in Water Hole 5. Winched out of Water Hole 6 with approximately 10:15 on the clock. Had problems on the final hill getting the V-6 engine to run and the battery died. Chose to end his run with approximately 28:24 on the clock.

Traveled the furthest of the competitors who did not finish.

Brown: First competitor. Exited Water Hole 2 with approximately 1:20 on the clock, Water Hole 3 with approximately 2:50 on the clock, and winched out of Water Hole 4 with approximately 3:25 on the clock. The upper radiator hose became disconnected from the radiator along the way, and the propane

mixer froze in Water Hole 6 with approximately 8:05 on the clock. Brown zip-tied the hose in place and refilled the radiator using a helmet and liquid from Water Hole 6. Exited Water Hole 6 with approximately 19:37 on the clock. Winched up the final hill.

Furlong: Sixth competitor. Came to the event with new rear radius arms fabbed in camp from stronger material. Blew the driver-side front tire entering the Canyon. Began winching in the Canyon with approximately 6:05 on the clock. Shortly thereafter, the winch and the transmission failed (among other problems, the input seal was leaking badly). He chose to end his run with approximately 13:11 on the clock.

Gray: Third competitor. Out of Water Hole 2 with approximately 1:33 on the clock. Vehicle almost rolled onto its side with approximately 2:02 on the clock. Into Water Hole 3 with approximately 5:14 on the clock, winched out of Water Hole 4 with approximately 9:22 on the clock, and exited Water Hole 5 with approximately 11:22 on the clock. Winched up the final hill.

Jaskolski: Final competitor. The passenger-side front axle shaft broke while climbing into Water Hole 2. This caused the rear end to skitter to the side and the truck climbed a bank, which caused it to roll onto the passenger side with approximately 50 seconds on the clock. The winch didn't have enough line to reach a solid winch point to right the vehicle.

Kam: Fifth competitor. Came to the event with a small wheel mounted to the driver-side roll cage to glide along the wall in the Canyon and with a new carburetor to replace the problematic fuel injection. No winching until Water Hole 4. Disconnected the winch cable with approximately 8:39 on the clock. Delayed while trying to winch out of Water Hole 7 up the final hill due to not enough winch line to reach the winch point. Also, the driver and co-driver switched places with approximately 14:10 on the clock while on the final hill due to the co-driver being exhausted. Winch cable pulled tight with approximately 17:23 on the clock. Winched up the final hill.

Moon: Eighth competitor. Entered competition with the problematic fuel injection system replaced with a carburetor. Also, the 632ci engine's timing was retarded in an effort to make the engine more sluggish to keep from breaking axle shafts. Drove

through Water Hole 2 and entered the Canyon with approximately 1:05 on the clock. Suffered three broken axles and a burned-up starter in the Canyon but continued slow forward progress using the winch. Timed out.

Osterhout: Seventh competitor. Blazing fast run. Entered Water Hole 3 with approximately 2:00 on the clock, winched out of Water Hole 4 with approximately 4:52 on the clock, entered Water Hole 5 with 5:19 on the clock, and nosed into Water Hole 7 with 6:53 on the clock. Winched up the final hill and earned the fastest time of the event.





GRAND CHAMPION!

The Grand Champion of the 23rd Top Truck Challenge is Daniel Osterhout from Edmonton, Alberta, Canada! Daniel, with the assistance of spotter Will Axworthy, accumulated enough points in the seven brutal events to take home the Grand Champion honors.

Daniel's '70 GMC pickup was not a mega-buck, complicated machine, though it was a mix of high and low tech. It sported a fuel-injected 427ci engine, TH400 transmission, NP205 T-case, 2½-ton Rockwell axles with welded spider gears, a Boomerang cantilever suspension with coilovers and air shocks at each corner, and 47-inch tires.

The road, or should we say the trail, to Grand Champion was an interesting one for Daniel. On the first day of competition he had a decent pull in the Tow Test but traveled out of bounds in the Frame Twister, which resulted in a DNF. In the Mini Rubicon his rig broke both rear axle stub shafts, among other things, which also resulted in a DNF. "The first day. We don't do rocks, and they found us pretty quick. We were pretty discouraged the first day," Daniel says. His points total at the end of the first day was not good. However, on the second day of competition he rallied with a First Place finish in the Obstacle Course, Second Place finish in the Hill Climb, and a middle-of-the-pack finish in the Coal Chute, which made him the top points-earner for the day. Nonetheless, at the end of the second day he was trailing Eric Kam, Christopher Bowman, Kimberly Gray, and Ryan Agan in points. Then it happened. Daniel blasted his GMC through the Tank Trap with authority to earn the fastest time of the event. This incredible feat, combined with the Tank Trap's double point's value and tie-breaking .9-point bonus, gave him the edge.

After winning the Grand Champion honors, Daniel, in his usual humble way, said, "Honestly, I didn't think we'd get it. It was so bloody close. There is so many great wheelers here. It was a bit of luck, too."

When asked how he felt moments after winning, Daniels said, "I feel 100 feet tall right now. We prepared a long time to come down here. And it's amazing that we actually got the chance to take it [the trophy] home. That's huge for us back at home."



FINAL RESULTS (points)

1. Osterhout	56.9
2. Bowman	56.7
3. Agan	55.8
4. Gray	51.6
5. Kam	50.5
6. Brown	41.4
7. Moon	39.2
8. Jaskolski	38.0
9. Furlong	30.1
10. Brazier	22.3

TTC Scoring: How It Works

There is no complicated scoring system for TTC. We keep it very simple. All of the events, except Tank Trap, award 10 points to the First Place finisher, 9 points to the Second Place finisher, and so on. The incredible Tank Trap is worth double points, so the First Place finisher is awarded 20 points, Second Place 18 points, and so on. If a competitor is unable to compete in an event, they received no points for that event. To eliminate tie scores, the First Place finisher of Tank Trap is awarded an additional .9 of a point, Second Place is awarded .8 of a point, and so on. This procedure not only eliminates tie scores, it also rewards those who do well in Tank Trap. Each team's final score is the sum of the points they've accrued in all seven events.

Priority: Safety

Safety is the dominating principle at Top Truck Challenge. We abide by and enforce the rules that govern the Hollister Hills SVRA, and we establish our own policies to ensure everyone's safety. For example, all of the rigs are inspected before competition to ensure they meet the official vehicle requirements (i.e. rollcages, seatbelts, safe attachment points, and so on). We also record important safety information for each vehicle. This includes, but is not limited to, what type of passenger restraints are used, where the battery is mounted, and where the ignition shutoff is located. This is done to ensure a safe and quick response in case of emergency. Further, all drivers and co-drivers are required to wear a helmet and seatbelt any time the vehicle is in motion, whether under power or not. Safety of the environment is also a priority, and we have spill kits at the ready should any leakage of vehicle fluids take place during competition.

More Awards

At TTC's festive awards ceremony, we also doled out several specialty awards. This collection of awards recognized TTC teams and/or drivers in specific areas. Here's who took home the plaques.

Long Distance: Jake Brazier, Choceland, Saskatchewan, Canada (1,878 miles round-trip)

Hard Luck: Adam Furlong (among other things, his '79 International Harvester Scout II suffered damage to two sets of rear radius arms, as well as radiator, rear-steer hydraulic fittings, tire, winch and transmission)

Team Spirit: Jeremy Brown and Brandon Hilderbrand (exhibited a great sense of humor, worked great together, and demonstrated outstanding communication)

Peoples' Choice: Jason Moon's '91 Chevy Blazer (this rig received the most votes by competitors for the rig they'd most like to take home)

Judges'/Editors' Choice: Ryan Agan's '83 Chevy K10 (this rig received the most votes by the judges and staff of *Four Wheeler* as the rig they'd most like to take home)

Driving Elegant: Kim Gray (her smooth driving style could be set to classical music)

More TTC Photos!

Is there ever too much TTC? Nope! This is why we have hundreds of exclusive photos from TTC 2015 on fourwheeler.com for your viewing pleasure. You'll find photos from the entire week of competition, as well as detail photos of all the competition rigs. Just point and click.



"It's Time For You To Start Driving Your Four Wheeler Under The Influence Of The Best Ignition Available!"

Chevy D.U.I. Distributor

The Chevy D.U.I. Distributor is custom built, with an advance curve engineered to your exact performance needs. No middle ground, compromise curves from D.U.I. And it delivers twice the fire of a magneto system, which means instant throttle response and no high-end misfires. Available for 8-cylinder or 6-cylinder applications.



One-Piece Ignition for Ford 4x4's

Off-roading demands faultless reliability and right now performance. Which is why the D.U.I. Ford distributor is the perfect choice for your Ford 4x4 or Bronco. It is the best one-piece ignition system for Fords. It drops in easily, features the coil inside the cap and the module inside the distributor. So, don't take a chance in the wilderness...install a D.U.I. Ford distributor.



D.U.I.'s Provide More Power for SB & BB Dodge 4x4's

Mopar owners can also benefit from D.U.I. technology with our one-piece ignition systems for Dodge and Chrysler small block and big block powerplants. Add 15 to 40 horsepower, sharpen throttle response, increase durability, and enjoy misfire free 9,000 rpm by simply switching to a D.U.I. These maintenance-free systems use a single-wire hook-up and generate 50,000 volts.



Jeep, AMC 4x4s Benefit from D.U.I. Distributors too!

Off-road purists rely on Jeeps. And more Jeeps rely on D.U.I. one-piece ignition systems. With its one-wire hook-up, dual bushing design, and resistance to mud and vibration, the D.U.I. distributor is both simple and bullet-proof...and its performance is unmatched: super hot spark for wider plug gaps (to .055 inch); 50,000-volt coil; Dyna-Module; Available for all Jeep/AMC 4x4 6-cylinder or 8-cylinder powerplants.



D.U.I. Technology for both Toyota LandCruisers & Toyota 4-Cylinders

It's only natural that D.U.I. adapts its unique distributor technology to the popular Toyota LandCruiser. The Toyota D.U.I. distributor features the same battle-tested components as its GM and Ford counterparts: coil inside the cap, module inside the distributor, and one-piece design for quick installation and service.

The 4-cylinder Toyota 20R and 22R are two of the most popular trucks ever produced. The new D.U.I.-Davis Unified Ignition is the ultimate ignition for these applications.

Produced from '74-'89, these trucks need to be upgraded with today's technology, specifically the D.U.I. The D.U.I. is a one-wire, one-piece distributor. No more messy wiring or points to worry you.

Land Rover/Scout D.U.I.'s

Your Land Rover, Range Rover and Scout drivers have almost been totally ignored by the performance ignition manufacturers-until now! Performance Distributors now offers a D.U.I.-Davis Unified Ignition, a compact, one-piece distributor just for you.

The D.U.I. is virtually water, mud and vibration proof because the electronic components, a 50,000 volt D.U.I. coil and high output Dyna-Module, are protected inside the distributor. All you have to do is run one 12-volt wire to the D.U.I. and you're ready to run! There is also an optional tach hook-up provided.

Built for durability, the D.U.I. features both an upper and lower oil impregnated bushings. A heavy duty cap and rotor with solid brass terminals are included. Caps are available in Red, Blue, Black, Yellow, and Clear



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A Big Top Truck Thank You

Four Wheeler relies on a number of individuals to help make Top Truck Challenge happen. Some of these folks take vacation from real jobs and real life to help out for a week in the Hollister Hills. That's dedication. Fact: The ratio of support staff to competitors was 6:1 for 2015. Yeah, it takes a lot of people to make TTC run smoothly, and the folks who make it happen work long days in brutal terrain and return home tired and often sporting poison oak. A few are compensated financially, but the majority are volunteers. To all of these members of the TTC family we humbly say thank you for your enthusiasm and commitment.



🔗 This serious-looking group of five gentleman is the Top Truck Challenge Judging Team. This incredible team boasts substantial Top Truck Challenge experience, and they're also accomplished wheelers with years of experience behind the wheel. Some have even competed in TTC. We trust 'em to run the event. Really, we do. The Judging Team handles a variety of critical tasks including scorekeeping, the timing and measuring of events, course design, and course construction. From left to right they are, Jeff Arabia, Dan Black, Toby Lavender, Jack Shelton, and Jerry Sparkman.



🔗 These 22 people comprise the volunteer Top Truck Challenge Vehicle Extraction Crew, and they're a top-notch group of hand-picked individuals who boast significant experience in all aspects of safe and quick vehicle recovery. We would trust this group to recover even the most broken rig in the most precarious, complex circumstances. Oh wait, we already do! Here, you can see the group on the final day of TTC just before they went back to their normal lives after a week of dedicated hard work in conditions that included gnarly summer heat and poison oak.



🔗 This group is the Top Truck Security Team. Top Truck is not open to the public, and this volunteer group of individuals is responsible for securing the perimeter of the competition area and making sure that everyone entering has the proper credentials. They're one of the main reasons why TTC is a safe event for spectators and competitors. From left to right they are, David J. Caves, Gina White, Travis Judd, Dan Gottfield, Tasha Pray, and Tory Judd.

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Special Thanks

🔗 **Event Coordinator Robin Stover.** He's the logistics king who has a gift for keeping all of the different facets of Top Truck truckin'.

🔗 **Mike Mansmith** and crew at Mansmith's BBQ, for all of the incredible meals.

🔗 **Hollister Hills SVRA staff and rangers,** including Parks and Recreation Specialist **Peter Jones.**

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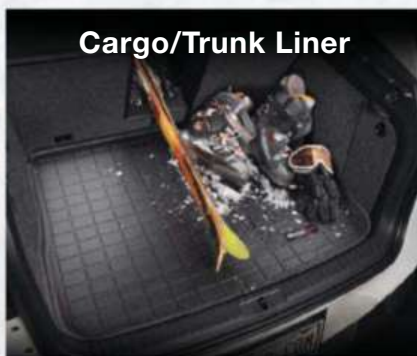
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Now that you've read the incredible story and seen the riveting photos of TTC 2015, you need to see the official high-definition TTC DVD. This DVD is packed with hours of TTC action and includes driver interviews, as well as much more. This professionally produced DVD is hosted by former TTC competitor extraordinaire Stan Prueitt and is a must-have companion to the coverage here in *Four Wheeler* magazine and on fourwheeler.com.

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Last Words

“This is absolutely a blast. The terrain is fun, the people are good, the courses are good, the volunteer crew, the judges, the recovery guys, man, they all kicked some ass and did their jobs. I mean it was just a good time and we had a lot of fun.” —**Christopher Bowman**

“It was a challenge. Met a lot of good people. It was an experience.” —**Jake Brazier**

“It was awesome. A lot better than I thought. I had a lot more fun than I anticipated.”

—**Kimberly Gray**

“To be honest with you, I'm proud to be a part of it. These competitors, everybody was working together, sharing parts, doing whatever. When somebody was broke everybody was jumping in trying to offer help, do anything possible.”

—**Mike Jaskolski**

“It was awesome. I had a great time. It was fun to be a part of it.” —**Ryan Agan**

“I'm glad I finally got to compete. It's been a dream of mine for a long time. This is my fifth year in a row being here part of Top Truck, in pit crew, or recovery or support, and finally being able to be a competitor is awesome. A dream come true.” —**Jeremy Brown FW**



Drought Solutions

Like Top Truck Challenge 2014, the 2015 Levent was affected by the ongoing historic California drought. We cut back on our water usage compared to previous years by limiting water in the Frame Twister, replacing the Mud Pit competition with the dry Mini Rubicon, deleting the water holes in the Obstacle Course, eliminating the waterfall at the end of the Coal Chute, and we cut back on water in the Tank Trap. Because of the dry conditions, we also brought along a number of fire extinguishers and required each competitor to have a total of 20 pounds of ABC-rated fire extinguishers mounted in each competition vehicle.

TTC Transformed

You'll notice that there's no entry form for next year's Top Truck Challenge at the end of this story. That's because we're revamping the event for 2016! It may or may not follow the format of past TTC competitions (probably not), it may or may not be called Top Truck Challenge (we're thinking not) and it may be held in a state other than California (most likely). We've enjoyed holding TTC at the Hollister Hills SVRA in Hollister, California, and we'd like to thank the good folks at the Hollister Hills SVRA for providing a home for TTC over the past 23 years. We'd also like to thank the judges, recovery crew, and support staff, past and present, for their dedication to TTC. We'll have more info regarding what's next in our goodie bag of off-road mayhem soon, so stay tuned.

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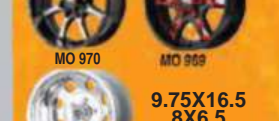


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BACKWARD GLANCES

A Jaundiced Eye: Jeep Looks at the 1966 Bronco

ANYONE BUILDING SHORT WHEELBASE 4x4s in the mid-'60s was worried when they heard Ford was making one too. Any time the Ford juggernaut shouts, "Cannonball!" and gets ready to jump in the pool, little guys like Jeep and International Harvester grab their noses and get ready for the tidal wave.

We haven't seen many internal documents from Jeep but when the International Scout first appeared in a market pretty much owned by Jeep, Kaiser Willys was quick to check it out, find weak links, and pass those along to their sales people. They also studied the good points to learn how they might be incorporated into future Jeeps. Engineering subjected them to various tests, including durability. Being primary competitors in the same small, but growing, market, both Jeep and International did the same to varying degrees, but it was standard industry practice. Ya gotta know yer enemy!

In experimental Project Number ECC-1120, Jeep ran an early production Bronco through a battery of engineering tests. We have one part of that test, which included clutch pedal effort (37 pounds), idle quality, oil pressure, ability to restart at 40- and 60-degree sidehills (good), suspension jounce (uptravel) space front and rear (about 5-plus inches front and 7-plus rear), and parking brake effectiveness. These tests were done in Toledo, Ohio, from October 1965 to January

1966, and the Bronco was then sent to Nevada for endurance testing. We haven't seen that part of the test, but 50 years down the road, we know how it all turned out. The Bronco was a pretty hard nut to crack.

The photos you see were taken on October 1, 1965, so not only was this a very early pro-



❗ The official press release for the '66 Bronco was dated August 17, 1966, and for Jeep to have been able to get one in September meant this is a very early production unit. It's a U-150 Wagon in Wimbledon White with the Custom Equipment Package and the optional rocker "racing" stripe. The Custom Equipment Package included the wheel covers (this style '66 only), chrome bumpers, armrests, lighter, bright taillight bezels, chrome horn ring, and sun visors.

❗ The styling for the Bronco dovetailed with the Mustang, Falcon, and other Ford products of the era. The development of the Bronco can be compared to that of the Mustang, both in its marketing targets and because some of the same people were involved in both projects. The tubeless street tires were standard. A 6.50-16 six-ply tube tire was optional.

duction Bronco, Jeep got hold of it pretty quickly considering production had started only in August. The Bronco shown was a well-optioned U-150 Wagon with the only engine available at the time: the 105hp, 170ci six-cylinder. The 289ci V-8 would not be available until March 1966, and that was the rig that had everyone chewing his or her nails. In the power-hungry American culture of the time, a V-8 on the options list put you to the top of the braggin' rights pile. Jeep would counter the Ford V-8 in the same model year with their 225ci V-6 in short-wheelbase rigs and the new Jeepster



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Commando, which itself was another counter to the Bronco. International countered with their 266ci V-8 in the Scout that that is probably a more direct comparison to the Bronco than a CJ or a Jeepster Commando. The new Ford was International's primary motivation to drop a V-8 in the Scout earlier than planned. At this time period, the Scout II was set to debut in 1969, and IH wanted hold off on the V-8 option in their 800 line to as not to blunt the whizbangness of the new Scout, but many delays in the Scout II project and the specter of lost sales to Ford in the meantime forced their hand.

So have a look at a perfect, spankin' new, unaltered '66 Bronco through the eyes of a Jeep photographer. Though Jeep publically downplayed and disdained the Bronco, both Jeep and International said pretty nice things about it internally—usually punctuated with, “Dammit!”



When you ordered the Wagon with its full top, you had a choice of front bucket seats with a rear seat and no bulkhead, or a bulkhead with a bench seat and no rear seat. The latter was the same interior setup as used with the Sports Utility model, which is what Ford called the pickup version of the Bronco. With the Wagon, the spare tire was mounted in this rather inconvenient place on the tailgate. Later it would be relocated to a side-mounted location or an optional swing-away carrier. If you ordered the optional GVW package, it included a 3,300-pound rear axle (versus the standard 2,780-pound unit), 1,280-pound rear springs (versus the standard 930-pound springs), and 8.15-15 8PR tires (versus the standard 7.35-15 4PR). With the GVW option, the Bronco was designated a U-152 model. We know from the test data, this Bronco is a 3,900-pound Bronco.

In the '66 Bronco, this was as plush as it got. The upholstery came in a silver-grey color with no options in this year. There is rare “Pony” pattern upholstery, similar to what was offered on Mustangs, found in some Broncos, but it's an option that doesn't appear in the main sales data books. At this time, there was no carpet option but there was a hardboard headliner.

THE DETAILS

Vehicle: '66 Bronco U-150 Wagon
 Engine: 170ci inline OHV six-cylinder
 Power (hp): 105 @ 4,400 (gross)
 Torque (lb-ft): 158 @ 2,400 (gross)
 Bore & stroke (in): 3.5x2.94
 Comp. ratio: 9.1:1
 Transmission: 3-speed, column shift, Ford Model 303
 Transfer case: 2-speed, Dana Model 20F
 Front axle: Dana 30
 Rear axle: Ford 9-inch
 Axle ratio: 4.11:1 (4.56:1 opt)
 Tires: 7.35-15 (8.15-15 or 6.50-16 opt)
 Wheelbase (in): 92
 GVWR (lbs): 3,900 (4,700 opt.)
 Curb weight (lbs): 3,160
 Fuel capacity (gal): 14.5 (12 gal aux. opt.)
 Min. grd. clearance (in): 6.6
 Approach angle (deg): 40.6
 Departure angle (deg): 29.4
 Ramp Breakover (deg): 27.7



The standard 170ci six-cylinder was a direct transplant from the Falcon and base Mustang car lines. It was rated at 105 hp gross with a 9.1:1 compression ratio, which was 89 hp net. It provided adequate performance, certainly above what Jeeps four-cylinders could do but with about the same fuel economy. They were short stroke engines known for being very smooth runners. A 200ci version of this engine (larger bore, longer stroke) was available in cars but was not available for the Bronco until later. This seven-main bearing engine had many good features, but the intake manifold cast into the head made significant performance increases a chore. Though it only developed 146 lb-ft net, the engine had a nice flat torque line, holding 140 lb-ft or more from 1,400 to 2,800 rpm.



About the only thing left to buy here was an AM radio. Note the shifter handle on the floor. The Bronco used a column-shift three-speed manual, but that convenient transfer case shifter looks a lot like a standard floor shifter. That first year there were resulting problems and complaints over people who spaced out and tried to shift the tranny with the transfer case shifter. Whoops! The cure in '67 Broncos was a chrome T-handle shifter that was difficult to mistake for a trans shifter. Only total noobs flubbed that one!

🔧 This was a big deal. The Dana open knuckle axle made its first appearance in the '66 Ford Bronco and did so based on a specific request from Ford. The designers wanted a tight turning radius and the wheel angle of a closed-knuckle axle was only about 30 degrees. The open-knuckle axle was more like

40 degrees so a much tighter vehicle turning radius was possible. This version of the Dana 30 was the end result. The other manufacturers soon followed, and by the early '70s, most had transitioned to open knuckle axles. Interestingly, International wanted a tighter turning radius for the upcoming Scout II, so about the time the Bronco was first available, there were prototype Scouts that used the same style of axle. This first design was unique in many ways and considerably different than later Dana axles.



🔧 A couple more big deals: The coil spring front suspension was an industry first. It was developed and introduced concurrently with an upsized version in the 4x4 Ford pickups. It allowed for an improved ride and handling, a small reduction in weight, more travel and articulation than leaf springs, plus more room for steering angle. The other big deal was the transfer case: It was a Dana 20, which was reasonably new at the time and had been introduced with a 2.03:1 low range. Ford wanted it lower, so Dana developed a 2.46:1 ratio version for the Bronco.



🔧 While there was nothing particularly whizbang about the rear axle, we all know the legendary Ford 9-inch dropout was a good choice. There were two versions in the '66 Bronco: a standard 2,750-pound-rated model and a 3,300-pound-rated model for the 4,700-pound GVW. The difference? Only higher-rated and slightly larger rear wheel bearings. The ring gear on the lower rated axle is often not really 9-inches in diameter but sometimes actually only 8¾ inches. Functionally there is no difference. The six-cylinder Broncos came standard with 4.11:1 axle ratios but 4.57:1 was optional (4.56:1 in the Dana front). V-8 Broncos came standard with 3.50:1 but 4.11:1 was optional. A Ford Traction-Lock limited slip was optional. The standard 3,900 GVW rear springs (shown) were progressive and were rated 930 pounds at the spring pad with a deflection rate of 115/190 lb-in. **FW**



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SUPER COUPON

5 FT. 6" x 7 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP

LOT 953 shown
69136/69248
69128/69210

SAVE 61%

\$269 REG. PRICE \$6.99

85304159

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SUPER COUPON

PITTSBURGH 42" OFF-ROAD/FARM JACK

LOT 60668/6530 shown
• 3-1/2 Ton Capacity

SAVE 38%

\$3999 REG. PRICE \$64.99

85287011

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SUPER COUPON

CENTRAL PNEUMATIC 20 OZ. GRAVITY FEED SPRAY GUN

LOT 47016 shown
67181/62300

SAVE 66%

\$999 REG. PRICE \$29.99

85313905

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SUPER COUPON

HIGH LIFT RIDING LAWN MOWER / ATV LIFT

LOT 61523 shown
60395/62325/62493

SAVE \$60

\$8999 REG. PRICE \$149.99

85306990

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SUPER COUPON

9 PIECE 1/4", 3/8" AND 1/2" DRIVE WOBBLE SOCKET EXTENSIONS

LOT 61278/67971 shown

SAVE 60%

\$999 REG. PRICE \$24.99

85281832

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SUPER COUPON

20% OFF

ANY SINGLE ITEM

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85285607

WOW SUPER COUPON

PREDATOR GENERATORS

4000 PEAK/3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATORS

LOT 69729/68528/69676 shown

LOT 69675/69728 CALIFORNIA ONLY

SAVE \$200

\$29999 REG. PRICE \$499.99

85281801

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SUPER COUPON

3/8" x 14 FT. GRADE 43 TOWING CHAIN

Not for overhead lifting.

LOT 60658 shown
97711 shown

SAVE 55%

\$1999 REG. PRICE \$44.99

85306078

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SUPER COUPON

29 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL DRILL BIT SET

LOT 61637 shown
5889/62281

SAVE 44%

\$1399 REG. PRICE \$24.99

85303944

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WOW SUPER COUPON

1 TON CAPACITY FOLDABLE SHOP CRANE

LOT 93840/69512/61858/69445 shown

• Includes Ram, Hook and Chain

\$9999 REG. PRICE \$249.99

SAVE \$150

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SUPER COUPON

WIRELESS WINCH REMOTE CONTROL

LOT 61474 shown
69229 shown

SAVE 62%

\$2999 REG. PRICE \$79.99

85283647

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SUPER COUPON

PITTSBURGH 3 TON HEAVY DUTY STEEL JACK STANDS

LOT 38846 shown
69597/61196/62392

SAVE 55%

\$1999 REG. PRICE \$44.99

85285818

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WOW SUPER COUPON

PITTSBURGH RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

LOT 68049/62326 shown
62670/61253
61282 shown

SAVE \$85

\$8499 REG. PRICE \$169.99

• Weighs 73 lbs.

85286050

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SUPER COUPON

PITTSBURGH LOW-PROFILE CREEPER

LOT 69262 shown
69094/61916
2745 shown

SAVE 60%

\$1999 REG. PRICE \$49.99

85290182

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SUPER COUPON

3" HIGH SPEED AIR CUT-OFF TOOL

LOT 60243/47077 shown
60374/67425/69473

SAVE 70%

\$599 REG. PRICE \$19.99

85309611

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SUPER COUPON

US GENERAL TOOL 26", 16 DRAWER ROLLER CABINET

LOT 61609/67831 shown

• 1060 lb. Capacity
• 14,600 cu. in. of storage

SAVE \$330

\$31999 REG. PRICE \$649.99

85315247

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Customer Rating
★★★★★

US GENERAL
30" 5 DRAWER TOOL CART
LOT 61937
61427/95272 shown
• 704 lb. Capacity

AWARD WINNING QUALITY

WINNER
Best Mechanic's Tool Cart
Truckin' Magazine

SAVE OVER \$182

\$167.23 ~~REG. PRICE \$349.99~~

85331325

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WOW SUPER COUPON

FREE

WITH ANY PURCHASE

3-1/2" SUPER BRIGHT NINE LED ALUMINUM FLASHLIGHT
LOT 69052 shown
69111/62522 62573

\$6.99
VALUE

85333976

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WOW SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL
LOT 61258 shown
61840/61297/68146

\$59.99 ~~REG. PRICE \$149.99~~

SAVE \$90

85318860

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WOW SUPER COUPON

32 PIECE SCREWDRIVER SET
PITTSBURGH
LOT 61259/90764 shown

\$5.99 ~~REG. PRICE \$14.99~~

SAVE 60%

85330560

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WOW SUPER COUPON

SAVE OVER \$51

WE CARRY A FULL LINE OF WELDING WIRE

90 AMP FLUX WIRE WELDER
LOT 61849/62719 • No Gas Required
68887 shown

\$98.88 ~~REG. PRICE \$149.99~~

85333668

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WOW SUPER COUPON

2.5 HP, 21 GALLON, 125 PSI VERTICAL AIR COMPRESSOR
CENTRALPNEUMATIC
LOT 67847 shown
61454/61693/62803

SAVE \$70

\$149.99 ~~REG. PRICE \$219.99~~

85316139

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WOW SUPER COUPON

MECHANIC'S SHOP TOWELS
PACK OF 50
LOT 46163 shown
61878/69649/61837

SAVE 50%

\$9.99 ~~REG. PRICE \$19.99~~

85319241

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WOW SUPER COUPON

HARDY NEW MECHANIC'S GLOVES
MEDIUM LOT 62434 62426
LARGE LOT 62433 62428
X-LARGE LOT 62432 62429 shown

SAVE 60%

\$3.99 ~~REG. PRICE \$9.99~~

85320868

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WOW SUPER COUPON

SAVE \$160

LOT 62443 68751 shown

\$139.99 ~~REG. PRICE \$299.99~~

85324642

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WOW SUPER COUPON

1/2" ELECTRIC IMPACT WRENCH
CHICAGO ELECTRIC
LOT 69606/61173 68099 shown

SAVE 42%

\$39.99 ~~REG. PRICE \$69.99~~

85325448

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WOW SUPER COUPON

SAVE \$120

40 LB. CAPACITY FLOOR BLAST CABINET
LOT 62144 68893 shown

\$179.99 ~~REG. PRICE \$299.99~~

85326094

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WOW SUPER COUPON

CENTECH AUTOMATIC BATTERY FLOAT CHARGER
LOT 42292 shown
69594/69955

SAVE 70%

\$5.99 ~~REG. PRICE \$19.99~~

85316688

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WOW SUPER COUPON

SAVE 37%

2 PIECE VEHICLE WHEEL DOLLIES
PITTSBURGH
• 1500 lb. Capacity

LOT 60343 67338 shown

\$49.99 ~~REG. PRICE \$79.99~~

85318878

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WOW SUPER COUPON

ADJUSTABLE SHADE AUTO-DARKENING WELDING HELMET
LOT 61611 46092 shown

SAVE 50%

\$39.99 ~~REG. PRICE \$79.99~~

85319843

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WOW SUPER COUPON

SAVE \$180

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINES
PREDATOR
LOT 60363 69730/68120
LOT 68121 69727 shown
CALIFORNIA ONLY

\$99.99 ~~REG. PRICE \$279.99~~

85335443

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STEERING INTO CAPACITY

Leak-free low-buck power steering upgrade

By John Cappa editor@fourwheeler.com Photography: John Cappa & Ken Brubaker

MOST FACTORY SAGINAW-BASED POWER steering systems found in early GM and Jeep vehicles hold about a quart of fluid. Hitting the trail with larger tires and traction adding devices can put a huge demand on the system and cause it to overheat and fail. There are many different aftermarket power steering upgrades available, but since our power steering pump and steering box worked fine for our needs

and appeared to be in good shape, we decided to simply increase the fluid cleanliness and capacity on a budget. For this garage mod we used several easy-to-find items that you can get online and at your local auto parts store. These mods can also help make your at-home ram-assist system work more efficiently and reliably. It only takes an afternoon to keep your power steering system running cleaner and cooler.



⚠ This GM Saginaw-style P pump with a built-in reservoir is extremely common on several models of 4x4s. On the street, the cap seals fairly well. Off-road, it can be quite a leaker. Overfilling the reservoir to compensate for the fluid needs of a ram-assist steering system exacerbates the cap-leaking problem.



1. You really don't need all that much to double your power steering fluid capacity and make sure the pump and box are circulating clean fluid. Increased fluid capacity and clean fluid leads to longer power steering system component life.

2. To stop fluid from leaking out of the pump cap, we simply replace it with an extension made from a 1½-inch fuel-filler hose, a Pro-Werks weld bung kit (PN C73-731), and a couple hose clamps. Avoid using radiator hose; the power steering fluid will degrade it quickly.

3. Our underhood clearance was tight, so we placed a locked tape measure under the hood before closing it. This measurement gave us an idea of how long our power steering filler neck extension could be. A wad of clay on top of the cap can also be used to check hood clearance.



4. After cutting the hose, we clamped it all together. The Pro-Werks bung has the same 1½-inch outer diameter as the factory power steering pump fill tube. Even a short extension will help keep sloshing fluid in the reservoir. The extension gives us the ability to add an additional ¼ to ½-quart to the system.

5. Since the Pro-Werks bung has a sealing O-ring, we decided to drill a small vent hole in the aluminum cap. This will keep the system from becoming over-pressurized when the fluid warms up.

6. Unfortunately, we used this remote hydraulic oil filter mount and small filter because that's what was in stock at the time. However, we think you'll be better off with NAPA remote mount (PN 4764) and filter (PN 1622). The filter is larger and holds nearly a quart all by itself. You can also use a Wix remote mount (PN 24764) and filter (PN 51622).

7. The remote filter mounts have two inlets and two outlets with one on each side to simplify installation. We threaded common ½-inch brass NPT fittings into the aluminum mount to route the power steering hoses in the directions we needed. The remote filter is plumbed in on the low-pressure return line of the power steering system.

8. Mount the filter below the power steering pump so that it doesn't bleed into the reservoir when the engine is off. Also, attach the filter mount so the oil filter faces up to avoid a mess when changing the filter in the future. We attached ours to the inner fenderwell just above the steering box.

9. Once you have the mount and hoses all set, you can remove the filter and fill it with fresh power steering fluid prior to refilling and bleeding the system and checking for leaks. We more than doubled our power steering fluid capacity with these additions. **FW**

SOURCES

NAPA Auto Parts
800/538-6272, napaonline.com

Pro Werks
231/873-9252, pro-werks.com

ROUGH COUNTRY

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CHEVY GMC



2014-2015 1500 PU 4WD

2"	Front Leveling Strut Spacers	\$64.95
3.5"	Complete Kit w/Upper Arms	\$499.95
5/6/7"	Complete Kit w/N2 Rear Shocks	\$1199.95

2007-2013 1500 PU / SUV 4WD

2"	Front Leveling Strut Spacers	\$64.95
3.5"	Complete Kit w/Upper Arms	\$479.95
4.75"	Combo Kit-3.5" Susp/1.25" Body	\$549.95
5"	Complete Kit w/N2 Rear Shocks	\$999.95
6"	Complete Kit w/N2 Rear Shocks	\$999.95
7.5"	Complete Kit w/N2 Rear Shocks	\$999.95

2011-2015 2500HD PU 4WD

1.5-2"	Front Leveling Torsion Keys	\$119.95
5" / 7.5"	Complete Kit w/2.0 Shocks	\$1399.95

DODGE



2009-2015 1500 Ram PU 4WD

2.5"	Front Leveling Kit	\$129.95
3.75"	Combo Kit (2.5" Susp/1.25" Body)*	\$249.95
4"	Complete Kit w/2.2 Rear Shocks	\$1249.95
6"	Complete Kit w/2.2 Rear Shocks	\$1399.95

2014-2015 2500 Ram PU 4WD

2.5"	Front Leveling Coil Spacers	\$99.95
5"	Complete Kit w/Radius Arms	\$999.95

2003-2013 2500/2003-2012 3500 Ram 4WD

2"	Front Leveling Coils	\$179.95
2.5"	Front Leveling Spacers	\$99.95
5"	Complete Kit w/2.0 Shocks	\$699.95
5"	X-Series Kit w/Adj Arms & Shocks	\$899.95
5"	Long Arm Kit w/2.0 Shocks	\$1299.95

FORD



2015 F-150 4WD

2.5"	Front Leveling Strut Ext	NEW!	\$99.95
4"	Complete Kit	NEW!	\$1299.95
5"	Complete Kit	NEW!	\$1299.95
6"	Complete Kit	NEW!	\$1299.95

2009-2014 F-150 4WD

2.5"	Front Leveling Strut Extensions	\$99.95	
4"	Complete Kit	NEW LOW PRICE!	\$999.95
6"	Complete Kit	NEW LOW PRICE!	\$999.95

2005-2015 F-250 Super Duty 4WD

3"	Complete Kit w/Front Spacers	\$379.95
3"	Series II Kit w/Coil springs	\$499.95
4.5"	Complete Kit w/2.0 Shocks	\$649.95
6"	Radius Arm Drop Kit w/Shocks	\$799.95
6"	4-Link Radius Arm Kit w/Shocks	\$1299.95

*2009-2011 models ONLY!

JEEP JK



2.5"	Coil Spacer Kit	\$139.95
2.5"	Coils w/shock relocation	\$249.95
2.5"	Coils w/Perf. 2.2 shocks	\$349.95 - \$329.95
3.25"	Coils w/Perf. 2.2 shocks	\$399.95
3.5"	Complete Kit w/N2.0	\$499.95
3.75"	2.5" susp. / 1.25" body (Auto)	\$419.95
4"	Complete Kit w/shocks	\$575.95 - \$499.95
4"	X-series Kit	\$1249.95 - \$1199.95
6"	X-series Kit	\$1339.95
4"/6"	Long Arm Upgrade Kit*	\$1199.95
4"	Long Arm Suspension*	\$1999.95
6"	Long Arm Suspension*	\$2099.95

JEEP TJ



0.75"	Leveling Spacers	\$39.95
1.5"	Coil Spacer Kit	\$199.95
2"	Coil Spacer Kit	\$129.95 - \$109.95
2.5"	X-series Kit w/X-Flex arms	\$949.95
3.25"	Coils w/N2.0 shocks	\$399.95 - \$369.95
3.75"	2" susp. / 1.25" body	\$429.95 - \$389.95
4"	Complete Kit w/N2.0	\$549.95 - \$499.95
4"	X-series Kit w/X-Flex arms	\$999.95
6"	X-series Kit w/X-Flex arms	\$1049.95
2.5"	Long Arm Suspension	\$1499.95
4"	Long Arm Suspension	\$1599.95
6"	Long Arm Suspension	\$1649.95

JEEP XJ



1.5"	Coil Spacer Kit	\$249.95
3"	Coils w/ N2.0 Shocks	\$255.95
3"	Series II Kit w/N2.0 Shocks	\$345.95
4.5"	Complete Kit w/N2.0	\$499.95 - \$459.95
4.5"	X-series Kit w/X-Flex arms-N2.0*	\$829.95
6.5"	X-series Kit w/X-Flex arms-N2.0*	\$899.95
4.5"	Long Arm Suspension	\$1299.95
4.5"	Long Arm Suspension*	\$1399.95
6.5"	Long Arm Suspension*	\$1449.95

*Includes new rear leaf springs

*2012-2015 models add \$190 to long arm kit cost

JEEP WJ/ZJ



1999-2004 WJ Grand Cherokee

2"	Coil Spacer Kit w/N2.0 Shocks	\$249.95
4"	Complete Kit w/Perf 2.2 Shocks	\$649.95
4"	X-series w/X-Flex Arms	\$799.95 - \$749.95
4"	Long Arm Suspension	\$1499.95

1993-1998 ZJ Grand Cherokee

1.5"	Coil Spacer Kit w/Shocks	\$205.95
3.5"	Complete Kit w/N2.0 Shocks	\$399.95
4"	Series II Kit w/arms & Shocks	\$599.95
4"	X-series Kit w/X-Flex arms - N2.0	\$779.95
4"	Long Arm Suspension	\$1499.95

NISSAN



2004-2015 Titan 4WD

2"	Front Leveling Strut Extensions	\$99.95
3"	Front Leveling Kit w/Upper Arms	\$349.95
4"	Complete Kit	NEW LOW PRICE! \$999.95
6"	Complete Kit	NEW LOW PRICE! \$999.95

2005-2014 Frontier / Xterra 4WD

1.5"	Rear Lift Shackles	\$64.95
2.5"	Front Leveling Strut Extensions	\$99.95
2.5"	Complete Kit	\$149.95

1986.5-1997 D21 Hardbody PU 4WD

1.5-2"	Complete Kit w/Upper Arms	\$339.95
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TOYOTA



2007-2015 Tundra 4WD

2.5-3"	Front Leveling Kit	\$129.95
2.5-3"	Leveling Lift Kit w/rear blocks	\$169.95
4.5"	Complete Kit w/2.0 Rear Shocks	\$1249.95
6"	Complete Kit w/2.0 Rear Shocks	\$1299.95

1999-2006 Tundra 4WD

2.5"	Leveling Lift Kit w/rear blocks	\$269.95
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2005-2015 Tacoma 4WD

3"	Leveling Lift Kit w/rear blocks	\$249.95
4"	Complete Kit w/2.0 Rear Shocks	\$999.95
6"	Complete Kit w/2.0 Rear Shocks	\$999.95

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COYOTE JU



ICE



A modern revival of the final fullsize Bronco

By Ali Mansour editor@fourwheeler.com

Photography: Ali Mansour

THE DIVERSITY OF VEHICLES IN THE off-road hobby is one of the top things that keep us passionate about what we do. Jeep, Chevy, Ford, Ram, International, and so on; all have a home in the wheeling world. More often than not, the make is less important over what's actually been done to the vehicle. Heck, we've seen dirt-ready Mustangs that were down-right awesome!

Ryan Drexler's '95 Ford Bronco is a great example of what brand loyalty, outdoor enthusiasm, and a sound financial investment can create. As is the case with many of us, Drexler's love for his fullsize Bronco wasn't out of any practical reason, but more an excitement for the Bronco platform. Having owned the rig for years, Drexler had a vision for what he wanted. The only issue was he lacked the time and skillset to make his dreams become a reality.

Thankfully, the Los Angeles resident had made friends with the crew at Ujoint Offroad. The only hiccup was Ujoint is located clear across the country in Fletcher, North Carolina. Ultimately, Drexler decided to ship the Bronco out and let the crew at Ujoint wrench on the project as time allowed. The end result? One incredible Bronco, that has more 2015 than 1995 galloping throughout.

We caught up with the Bronco stretching its legs at The Flats Offroad Park in Marion, North Carolina. While Ujoint still had a few final touches to wrap up before sending the rig back to the City of Angels, there was no question that the Bronco was trail-ready. It might look subtle from the outside, but this fullsize has plenty of the right parts in the right places.

1. Clean and simple was a theme used throughout the Bronco. Drexler wasn't looking for an over-the-top front bumper, so Ujoint fabricated this simple and high-clearance setup. It's fit with a Rigid Industries 30-inch white-and-amber dual-beam LED lightbar, which should make late-night exploration more enjoyable.

2. This Bronco is meant more for desert exploring rather than hard-core rockcrawling, so it was fit with an extremely strong and versatile NV271 transfer case. The chain-driven T-case offers a 2.71:1 low range, which is ample gear reduction behind the 4R75E automatic transmission. Drexler didn't want his drivelines to be a weak link either, so he opted for massive 1350 double-cardan joints and heavy-wall 'shafts front and back.

3. We were surprised that the California sun hadn't put more of beating on the decade-old interior. With the exception of the floor-mounted T-case shift levers and gated transmission shifter, the interior of the Bronco remains largely untouched.

4. If you want to keep up in the fast-pace LA lifestyle, you better have some go under the hood. This 5.0L Coyote V-8 from Ford Racing pumps out 420 hp and fits under the hood of the fullsize Bronco with room to spare. A custom air intake and coilover tower add clean and functional touches, while an Aeromotive fuel regulator and pressure gauge monitor the high-octane intake. To keep the oil filter out of harm's way, Ujoint fabricated a relocation kit to move it safely within the engine bay.

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AT A GLANCE

GENERAL

Vehicle: '95 Ford Bronco
Owner: Ryan Drexler
Stomping grounds: Los Angeles, California
Build Time: 2 Years

DRIVETRAIN

Engine: 5.0L Ford Coyote V-8
Transmission: 4R75E
Transfer case(s): NV271
Low range ratio(s): 2.72:1
Crawl ratio(s): 35.23:1
Front axle/differential: Dynatrac ProRock 60/Detroit Truetrac, chromoly axleshafts, 4.56 gears
Rear axle/differential: Dynatrac full-float Trail Series 60/Detroit Locker, 4.56 gears

SUSPENSION

Front: Custom three-link w/12-in-travel 2.5 Bilstein coilovers, Speedway Eng. sway bar
Rear: Custom 4-in-lift leaf springs, Bilstein shocks
Steering: Custom crossover

TIRES/WHEELS

Tires: 17x9 KMC XD Addict
Wheels: 35x12.50R17LT Toyo Open Country Mud Terrain

MISCELLANEOUS

Armor: Customs bumpers, Rigid Industries lightbar



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5. The original twin-traction beam Dana 44 front axle was removed in favor of a significantly stronger high-pinion ProRock 60 front axle front Dynatrac. A set of 4.56 gears work with a Detroit Truetrac limited-slip differential, which is a fine traction aid for the desert exploration this rig was built for. Steering duties are handled by a custom crossover steering setup and is more than adequate for moving around the 35-inch Toyo Open Country Mud Terrains.

6. In place of the stock radius-style control arms is a less restrictive three-link suspension. The 2.5-inch, 0.250-wall DOM control arms were fit with flex joints from Barns Fabrication and all tied in using an Ujoint Offroad crossmember.

7. Supporting the weight is a 2½-inch dual-rate coilover from Bilstein. Ujoint was still fine-tuning the coil rates and lengths when we shot the rig, and the Bronco has since been fit with limit straps to protect the shocks from becoming overextended. The sway bar is a 1-inch custom-rate from Speedway Engineering that is aggressive enough for on-road handling but still allows enough give for articulation off-road.

8. To complement the ProRock 60 front axle, a Dynatrac Trail Series rear 60 was installed. The full-float, low-pinion rear is packed with chromoly axleshafts, a Detroit Locker, and matching 4.56 gears. Keeping the axle in place is a set of custom leaf springs and Bilstein 5165 series shocks. This spring setup gives the Bronco roughly 4 inches of lift over stock.

9. Desert pinstriping can do a number on a nice paint job. Instead of having the panels lined with scratches, Drexler had the glossy black paint coated with a white Plasti Dip paint coating. This easy-to-mend paint makes the option of going back to the stock color easy. **FW**

What to look for when buying a used 1995-2004 Toyota Tacoma 4x4

By John Cappa editor@fourwheeler.com Photography: John Cappa

WHEN LOOKING FOR A USED '95-'04 Toyota Tacoma, you'll quickly realize that they seem to hold their value incredibly well. As with most vehicles, you'll find some Tacoma trucks that have been very well maintained. They look as though they have been in a vacuum their whole life. Expect to pay a premium for these examples. We saw some that were priced up to \$14,000, which seems insane for a 10-year-old mini truck. Other owners fail to perform even the most basic recommended maintenance, yet still try to justify an exorbitant price. Fortunately, Toyota Tacoma pickups are incredibly reliable, so there are only a few things to look out for. You mostly want to steer clear of the trucks that have been literally vandalized with modifications and attempted repairs.

If you're looking for a reliable runner, try to find a truck with less than 150,000 miles on it. During our search, we found that salvage-titled trucks were very common. Salvaged trucks tend to fetch slightly less than their clean and uncrashed counterparts. Most salvage repair jobs are not done well. If you plan to simply cut up and thrash the truck anyway, then a salvaged truck might be the right choice for you. If you're looking for a clean daily driver that runs straight down the road, then you'll likely want to steer clear of salvaged trucks, depending on the damage.

Frame rust can be a big problem with the first-gen Tacoma, especially in states that salt the roads or on beach-driven trucks. After inspecting several frames, it's easy to understand why. The '95-'04 Tacoma trucks

have a stamped-steel boxed frame. It's not incredibly thick and there are not many drain holes. However, there are several larger access holes on the sides of the framersails near tire splash zones that can allow salted slush to enter the frame and cause it to rot over a period of time. Some owners were able to convince Toyota to repair or replace their frames, although an official frame recall for all vehicles was never issued.

We plan to forgo all of the expensive go-fast long-travel suspensions and solid-axle rockcrawling conversions. Instead, we're looking to transform our truck into a fairly mild and reliable daily driver that doubles as a weekend explorer and base camp 4x4. For that, we would have rather started with a clean stock truck owned by someone with a pile of solid maintenance receipts like our dad. However, this lifted '97 Tacoma surfaced at a price we just couldn't pass up. Here are a few specific things to look out for when on the hunt for your own first-gen Toyota Tacoma. Keep an eye out for the next installment where we'll make a few upgrades and right some wrongs with our truck.

TACOMA TERRITORY





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1. Don't forget to check all the regular underhood fluids when buying any used vehicle. Excessive leaking, filthy black oil, rusty coolant, and low fluid levels all around are good indicators that the vehicle has been poorly maintained. Coolant in the oil or oil in the coolant are deal breakers and a good sign that a head gasket is shot.

2. Bulging and spongy radiator hoses need to be replaced. Again, if the previous owner let things like this go, it's a good indicator other regular maintenance has been skipped, too.

3. Squeaking, glazed, and old cracked belts need to be replaced. Twist each belt and check the ribbed side for cracks.

4. Many first-gen Toyota Tacoma trucks have really greasy-looking front axles and suspension. Don't let this discourage you. Changing the oil in a Tacoma is a problematic job. The used filter and drain bolt spill oil on everything below them. Few owners take the time to actually clean this mess up properly. Our axle and skidplate are pretty nasty looking, but there are no real leaks.

5. High-mileage and age will eventually wear out or rot the front axle CV boots. Excessively lifting and stretching out the suspension to its limits and beyond can speed up the process and tear the boots. Look for oozing grease coming from cracks and tears in the rubber. The CV joints inside will wear quickly if left open to the elements.

6. Our rack-and-pinion steering boot had clearly made contact with something sharp at some point. The Tacoma rack-and-pinion mounting bushings are prone to wear, especially when loaded up with larger-than-stock tires. This can cause erratic handling. Fortunately, it's a fairly simple fix.

7. We've seen factory Toyota Tacoma driveshafts last well into 200,000 miles or more. However, the driveshaft carrier bearing may not go that long. Driveline vibration can usually be attributed to this worn bearing. Check the rubber boot around the bearing for tears—It usually becomes brittle with time. We found our bearing was worn and that someone had installed our rear driveshaft out of phase, causing all sorts of driveline vibration.



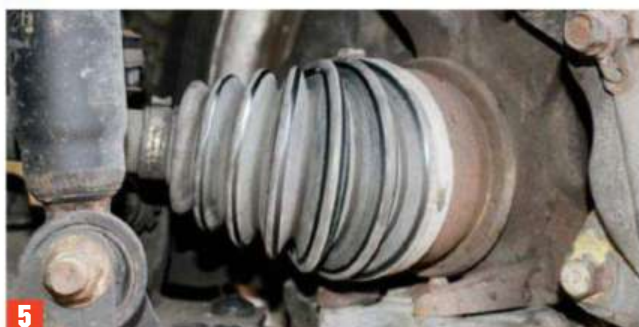
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8. The condition of the skidplates is a pretty good indicator of if a 4x4 has been used and abused off-road. If we plan to use a new-to-us 4x4 as reliable transportation, we'll usually walk away if the skidplates are significantly damaged.



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9. Frame rot on '95-'04 Toyota Tacoma trucks has been well documented. The frame under our West Coast truck is clean. However, you can see that there are very few drain holes for water and winter salt slurry to escape. The buildup can cause the framersails to rust from the inside out.



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10. There are several holes in the sides of the framersails in locations that can collect and hold water and other debris. As with many first-gen Tacoma pickups regularly used in the dirt, our frame is half full of silt and sand, some of which the tires had kicked up off-road. We're still working on the best way to get it all out and prevent it from accumulating again.



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11. Around the rear spring hangers is generally where the rust breaks through first. Weld-on frame-saving kits are available to repair rot in this area.

12. Our truck came with some well-worn 32-inch all-terrain tires and hideous 15x8 steel white-spoke wheels. Switching to lighter aluminum wheels is a good idea to help improve acceleration and braking performance, among other things.

13. We suspect that, at some point, our truck had 33 or 35-inch tires on it. The fenders were trimmed and beaten back for a little extra clearance in addition to the 4-inch lift. This kind of modification is difficult to reverse, so inspect the body carefully if you are looking for a stock unmolested truck. **FW**



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2016 UTV BUYER'S GUIDE

All the Details of Every Major UTV on the Market

By Eli Madero

Photography courtesy of the manufacturers

As MUCH FUN AS IT IS TO TAKE YOUR rig on the trails, when it comes to versatility it's hard to beat the advantages of today's UTVs. Whether you want to blitz through the desert like a Baja racer, shred the dunes, or explore endless trails, it's almost guaranteed there will be a side-by-side that fits your needs. Here we've gathered all of the latest and greatest units for 2016. At press time, some of the year's models have not been announced, so you'll probably see even more great units soon. From mild to wild, with prices to match, we're confident that you'll find something in our guide that fits your wants and needs.



Arctic Cat HDX 700 XT EP

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,363 dry **WHEELBASE (IN):** 85 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10 **FUEL CAPACITY (GAL):** 8.2 **ENGINE SIZE:** 695cc SOHC 4-stroke 4-valve w/ EFI **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Automatic CVT w/ EBS, H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Electronic power steering, front coilover/rear Fox Float coilover shocks, 14" cast aluminum wheels, digital instrumentation, dual halogen headlights w/ LED light bar, rear 2" receiver **COLORS:** Team Arctic Green, Black, True Timber Camo



Arctic Cat Prowler 700 XT EPS

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,251 dry **WHEELBASE (IN):** 75 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10 **FUEL CAPACITY (GAL):** 8.2 **ENGINE SIZE:** 695cc SOHC 4-stroke 4-valve w/ EFI **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Automatic CVT w/ EBS, H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Electronic power steering, 14" cast aluminum wheels, digital instrumentation, dual halogen headlights w/ LED light bar, rear 2" receiver **COLORS:** Team Arctic Green, Black



Arctic Cat Prowler 1000 XT EPS

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,315 dry **WHEELBASE (IN):** 75 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10 **FUEL CAPACITY (GAL):** 8.2 **ENGINE SIZE:** 695cc SOHC 4-stroke 4-valve w/ EFI **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Automatic CVT w/ EBS, H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Electronic power steering, 14" cast aluminum wheels, digital instrumentation, dual halogen headlights w/ LED light bar, rear 2" receiver **COLOR:** Black



Arctic Cat Wildcat Sport

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,054 dry **WHEELBASE (IN):** 84.6 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 12.2 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 12.6 **FUEL CAPACITY (GAL):** 7.4 **ENGINE SIZE:** 700cc 4-stroke twin cylinder **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Rapid response clutch H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** JRI ECX-1 compression adjustable shocks, tilt steering, digital instrumentation, 2" receiver **COLOR:** Classic Red



Arctic Cat Wildcat Sport Limited EPS

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,074 dry **WHEELBASE (IN):** 84.6 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 12.2 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 12.6 **FUEL CAPACITY (GAL):** 7.4 **Engine size:** 700cc 4-stroke twin cylinder **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Rapid response clutch H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Electronic power steering, Elka Stage 5 adjustable shocks, 12" color-matched aluminum wheels, tilt steering, digital instrumentation, 2" receiver, automotive-style paint **COLOR:** Black Metallic



Arctic Cat Wildcat Sport XT EPS

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,061 dry **WHEELBASE (IN):** 84.6 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 12.2 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 12.6 **FUEL CAPACITY (GAL):** 7.4 **ENGINE SIZE:** 700cc 4-stroke twin cylinder **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Rapid response clutch H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Electronic power steering, JRI ECX-1 compression adjustable shocks, 12" cast aluminum wheels, tilt steering, digital instrumentation, 2" receiver, automotive-style paint **COLOR:** Team Arctic Green



Arctic Cat Wildcat Trail

MSRP: Visit arcticcat.com **WEIGHT (LB):** 996 dry **WHEELBASE (IN):** 84.6 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10.5 **FUEL CAPACITY (GAL):** 7.4 **ENGINE SIZE:** 700cc, 4-stroke, twin cylinder **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Rapid response clutch H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Fox shocks, tilt steering, digital instrumentation, 2" receiver **COLORS:** Lime Green, Classic Red



Arctic Cat Wildcat Trail XT EPS

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,003 dry **WHEELBASE (IN):** 84.6 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 10.5 **FUEL CAPACITY (GAL):** 7.4 **ENGINE SIZE:** 700cc 4-stroke twin cylinder **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Rapid response clutch H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Electronic power steering, Fox shocks, 12" cast aluminum wheels, tilt steering, digital instrumentation, 2" receiver, automotive-style paint **COLORS:** Team Arctic Green, Vibrant Red



Arctic Cat Wildcat X EPS

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,357 dry **WHEELBASE (IN):** 95 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double A-arm, 17 **REAR SUSPENSION (TYPE/TRAVEL, IN):** 5-link trailing arm, 18 **FUEL CAPACITY (GAL):** 8.8 **ENGINE SIZE:** 951cc V-twin SOHC High Output 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Rapid response clutch H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Electronic power steering, JRI ECX-1 compression adjustable shocks, tilt steering, 14" aluminum alloy wheels, LED head/taillights, 2" receiver, automotive-style paint **COLORS:** White Metallic, Viper Blue, Vibrant Red



Arctic Cat Wildcat X Limited EPS

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,380 dry **WHEELBASE (IN):** 95 **FRONT SUSPENSION (IN):** Double A-arm, 17 **REAR SUSPENSION (IN):** 5-link trailing arm, 18 **FUEL CAPACITY (GAL):** 8.8 **ENGINE SIZE:** 951cc V-twin SOHC High Output 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Rapid response clutch H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Electronic power steering, Elka Stage 5 adjustable shocks, tilt steering, 14" cast aluminum wheel w/ color-matched beadlock, LED head/taillights, 2" receiver, automotive-style paint **COLOR:** Matte Black



Arctic Cat Wildcat 4X EPS

MSRP: Visit arcticcat.com **WEIGHT (LB):** 1,558 dry **WHEELBASE (IN):** 124 **FRONT SUSPENSION (IN):** Double A-arm, 17 **REAR SUSPENSION (IN):** 5-link trailing arm, 18 **FUEL CAPACITY (GAL):** 8.8 **ENGINE SIZE:** 951cc V-twin SOHC High Output 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Rapid response clutch H/L/R/P **2WD/4WD:** 2/4WD w/ electric front diff lock **KEY FEATURES:** Electronic power steering, JRI ECX-1 compression adjustable shocks, tilt steering, 14" aluminum alloy wheels, LED head/taillights, 2" receiver, automotive-style paint **COLOR:** White Metallic



Can-Am Commander 800R, DPS

MSRP: From \$11,999; DPS from \$13,149 **WEIGHT (LB):** 1,287 dry **WHEELBASE (IN):** 75.8 **FRONT SUSPENSION (IN):** Double A-arm, 10 **REAR SUSPENSION (IN):** Torsional trailing arm w/ external sway bar, 10 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 799.9cc V-twin; DPS model available with Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Multifunction digital dash, four 60-watt projector headlights, digitally encoded security system. DPS model features Tri-Mode dynamic power steering, 14" cast aluminum wheels, 27" Maxxis Big Horn 2.0 tires, and is prewired for a winch. **COLORS:** Light Grey (800R); Light Grey, Viper Red (DPS)



Can-Am Commander 1000R LTD

MSRP: From \$20,549 **WEIGHT (LB):** 1,287 dry **WHEELBASE (IN):** 75.8 **FRONT SUSPENSION (IN):** Double A-arm, 10 **REAR SUSPENSION (IN):** Torsional trailing arm w/ external sway bar, 10 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering; f/r air control suspension (ACS) w/ Fox Air Assist shocks; 14" cast aluminum wheels; 27" Maxxis Big Horn 2.0 tires; sound system w/ 4 integrated speakers, iPod-iPhone connector, & USB/aux input ports; Garmin Montana 650t touchscreen GPS; Warn winch; hvy-dty front bumper, bedrails, mudguards; 2-pc full hard roof; half-windshield; rear net **COLORS:** Cognac, Deep Pewter Satin



Can-Am Commander 1000R MAX DPS, MAX XT

MSRP: From \$16,449; XT from \$18,049 **WEIGHT (LB):** 1,562 dry **WHEELBASE (IN):** 106.1 **FRONT SUSPENSION (IN):** Double A-arm, 10 **REAR SUSPENSION (IN):** Torsional trailing arm w/ external sway bar, 10 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, 14" cast aluminum wheels, 27" Maxxis Big Horn 2.0 tires; XT adds Warn winch, heavy-duty front bumper, bedrails, mudguards. **COLORS:** Viper Red (standard); Yellow, Brushed Aluminum, Mossy Oak Break-Up Country Camo, Matte Black, Octane Blue (XT)



Can-Am Commander 1000R MAX Ltd

MSRP: From \$21,949 **WEIGHT (LB):** 1,562 dry **WHEELBASE (IN):** 106.1 **FRONT SUSPENSION (IN):** Double A-arm, 10 **REAR SUSPENSION (IN):** Torsional trailing arm w/ external sway bar, 10 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering; f/r Fox 2.0 Podium RC2 piggyback shocks; 14" cast aluminum wheels; 27" Maxxis Big Horn 2.0 tires; sound system w/ 4 integrated speakers, iPod-iPhone connector, and USB/aux input ports; Garmin Montana 650t touchscreen GPS; Warn winch; hvy-dty front bumper, bedrails, mudguards; 2-pc full hard roof; half-windshield; rear net **COLORS:** Cognac, Deep Pewter Satin



Can-Am Commander Mossy Oak Hunting Ed.

MSRP: From \$18,849 **WEIGHT (LB):** 1,287 dry **WHEELBASE (IN):** 75.8 **FRONT SUSPENSION (IN):** Double A-arm, 10 **REAR SUSPENSION (IN):** Torsional trailing arm w/ external sway bar, 10 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, 14" cast aluminum wheels, 27" Maxxis Big Horn 2.0 tires, Warn winch, Xtreme front bumper, bedrails, mudguards, full underbody aluminum skidplates, double Kolpin 6.0 Impact gun boots & holders, 2-piece full hard roof, half-windshield **COLOR:** Mossy Oak Break-Up Country Camo



Can-Am Commander XT, XT-P

MSRP: XT from \$14,749; XT-P from \$17,549 **WEIGHT (LB):** 1,287 dry **WHEELBASE (IN):** 75.8 **F SUSP (IN):** Dbl A-arm, 10 **R SUSP (IN):** Torsional trailing arm w/ ext sway bar, 10 **FUEL CAP (GAL):** 10 **ENG SIZE:** Rotax 799.9cc V-twin; XT-P avail w/ opt Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANS:** CVT, L/H/N/R/P, std eng braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dyn power steering, 14" cast alum wheels, 27" Maxxis Big Horn 2.0 tires, Warn winch, hvy-dty front bumper, mudguards, bedrails. XT-P has Tri-Mode dyn power steering, f/r Fox 2.0 Podium RC2 shocks, front sway bar, 12" alum beadlock wheels, 27" Maxxis Big Horn 2.0 tires, Warn winch. **COLORS:** Yellow, Brushed Alum, Mossy Oak Camo, Pearl Wht (1,000 only), Matte Blk, or Octane Blue (std); Blk & Orange (XT-P)



Can-Am Maverick 1000R, DPS

MSRP: From \$16,399; DPS from \$17,449 **WEIGHT (LB):** 1,297 dry **WHEELBASE (IN):** 84.3 **F SUSP (IN):** Double A-arm, 14 **R SUSP (IN):** Torsional trailing arm w/ sway bar, 14 **FUEL CAPACITY (GAL):** 10 **ENG SIZE:** Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANS:** CVT, L/H/N/R/P, std eng braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Front/rear Fox 2.0 Podium C shocks, 12" cast aluminum wheels, 27" Maxxis Big Horn 2.0 tires, 200-lbs multipurpose rear rack with LinQ quick attach system; DPS features Tri-Mode dynamic power steering, front/rear Fox 2.0 Podium C shocks, 12" cast aluminum wheels, 27" Maxxis Big Horn 2.0 tires, 200-lbs multipurpose rear rack w/ LinQ quick-attach system **COLORS:** Light Grey, White (1000R); Light Grey, Can-Am Red (DPS)



Can-Am Maverick 1000R MAX DPS

MSRP: \$19,449 **WEIGHT (LB):** 1,563 dry **WHEELBASE (IN):** 113.8 **FRONT SUSPENSION (IN):** Double A-arm, 14 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 14 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.0 Podium C piggyback shocks, 12" cast aluminum wheels, 27" Maxxis Big Horn 2.0 tires, high-strength 200-pound multipurpose rear rack w/ LinQ quick attach system **COLORS:** Light Gray, Can-Am Red



Can-Am Maverick 1000R MAX Turbo

MSRP: \$22,399 **WEIGHT (LB):** 1,649 dry **WHEELBASE (IN):** 117.5 **FRONT SUSPENSION (IN):** Double A-arm, 15 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 16 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** 131hp Rotax 976cc Turbocharged V-twin **ENGINE COOLING:** Liquid w/ integrated intercooler **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.5 Podium RC2 shocks, 14" black cast aluminum wheels, 28" Maxxis Big Horn 2.0 tires, high-strength 200-pound multipurpose rear rack w/ LinQ quick attach system, X-package seat trim & graphics **COLORS:** White, Light Gray & Manta Green



Can-Am Maverick 1000R MAX X ds

MSRP: \$21,499 **WEIGHT (LB):** 1,619 dry **WHEELBASE (IN):** 117.5 **FRONT SUSPENSION (IN):** Double A-arm, 15 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 16 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.5 Podium RC2 shocks, 14" aluminum beadlock wheels, 28" Maxxis Big Horn 2.0 tires, high-strength 200-pound multipurpose rear rack w/ LinQ quick attach system, X-package seat trim and graphics **COLORS:** Black, White & Manta Green



Can-Am Maverick 1000R MAX X ds Turbo

MSRP: \$25,099 **WEIGHT (LB):** 1,649 dry **WHEELBASE (IN):** 117.5 **FRONT SUSPENSION (IN):** Double A-arm, 15 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 16 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** 131hp Rotax 976cc turbocharged V-twin **ENGINE COOLING:** Liquid w/ integrated intercooler **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.5 Podium RC2 shocks, 14" aluminum beadlock wheels, 28" Maxxis Big Horn 2.0 tires, high-strength 200-pound multipurpose rear rack w/ LinQ quick attach system, X-package seat trim and graphics. **COLORS:** Carbon Black & Manta Green, Hyper Silver & Octane Blue



Can-Am Maverick 1000R MAX X rs Turbo

MSRP: \$26,599 **WEIGHT (LB):** 1,649 dry **WHEELBASE (IN):** 117.5 **FRONT SUSPENSION (IN):** Double A-arm, 15 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 16 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** 131hp Rotax 976cc turbocharged V-twin **ENGINE COOLING:** Liquid w/ integrated intercooler **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.5 Podium RC2 shocks, 14" aluminum beadlock wheels, 28" Maxxis Big Horn 2.0 tires, driver/passenger 4-point seat harnesses, high-strength 200-pound multipurpose rear rack w/ LinQ quick attach system, X-package seat trim and graphics. **COLORS:** Carbon Black & Can-Am Red



Can-Am Maverick 1000R Turbo

MSRP: \$20,399 **WEIGHT (LB):** 1,399 dry **WHEELBASE (IN):** 88 **FRONT SUSPENSION (IN):** Double A-arm, 15 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 16 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** 131hp Rotax 976cc turbocharged V-twin **ENGINE COOLING:** Liquid w/ integrated intercooler **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.5 Podium RC2 shocks, 14" black cast aluminum wheels, 28" Maxxis Big Horn 2.0 tires, high-strength 200-pound multipurpose rear rack w/ LinQ quick attach system **COLORS:** White, Light Grey & Manta Green

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Can-Am Maverick 1000R XC, X XC

MSRP: From \$16,399; X XC from \$17,449 **WEIGHT (LB):** 1,297 dry **WHEELBASE (IN):** 84.3 **FRONT SUSPENSION (IN):** Double A-arm, 12 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 12 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode Dynamic Power Steering, front/rear Fox 2.0 Podium C shocks, 12" cast aluminum wheels, 27" Maxxis Big Horn 2.0 tires, high-strength 200-pound multipurpose rear rack w/ LinQ quick attach system. X XC adds X-package seat trim and graphics. **COLORS:** White (std); White, Black & Can-Am Red, Light Grey & Octane Blue (X XC)



Can-Am Maverick 1000R X ds

MSRP: \$19,499 **WEIGHT (LB):** 1,369 dry **WHEELBASE (IN):** 88 **FRONT SUSPENSION (IN):** Double A-arm, 15 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 16 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 976cc V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.5 Podium RC2 shocks, 14" aluminum beadlock wheels, 28" Maxxis Big Horn 2.0 tires, high-strength 200-pound multipurpose rear rack w/ LinQ quick attach system, X-package seat trim and graphics **COLOR:** Black, White & Manta Green



Can-Am Maverick 1000R X ds Turbo

MSRP: \$22,999 **WEIGHT (LB):** 1,399 dry **WHEELBASE (IN):** 88 **FRONT SUSPENSION (IN):** Double A-arm, 15 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 16 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** 131hp Rotax 976cc Turbocharged V-twin **ENGINE COOLING:** Liquid w/ integrated intercooler **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.5 Podium RC2 shocks, 14" aluminum beadlock wheels, 28" Maxxis Big Horn 2.0 tires, high-strength 200-pound multipurpose rear rack w/ LinQ quick attach system, X-package seat trim and graphics **COLORS:** Carbon Black & Manta Green, Hyper Silver & Octane Blue



Can-Am Maverick 1000R X mr

MSRP: \$20,949 **WEIGHT (LB):** 1,297 dry **WHEELBASE (IN):** 84.3 **FRONT SUSPENSION (IN):** Double A-arm, 12 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 12 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** Rotax 976cc, V-twin **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.5 Podium RC2 shocks, extra low L-gear, 14" ITP SS312 cast-aluminum wheels, 30" Gorilla Axle Silverback tires, strategically positioned engine and CVT air intake/outlets, Warn winch, X-Package seat trim and graphics, sponsor decals **COLORS:** Digital Camo & Manta Green, White, Black & Can-Am Red, Hyper Silver, Black & Octane Blue



Can-Am Maverick 1000R X rs Turbo

MSRP: \$23,999 **WEIGHT (LB):** 1,399 dry **WHEELBASE (IN):** 88 **FRONT SUSPENSION (IN):** Double A-arm, 15 **REAR SUSPENSION (IN):** Torsional trailing arm w/ sway bar, 16 **FUEL CAPACITY (GAL):** 10 **ENGINE SIZE:** 131hp Rotax 976cc turbocharged V-twin **ENGINE COOLING:** Liquid w/ integrated intercooler **TRANSMISSION:** CVT, L/H/N/R/P, standard engine braking **2WD/4WD:** 2/4WD w/ Visco-Lok auto-locking front diff **KEY FEATURES:** Tri-Mode dynamic power steering, front/rear Fox 2.5 Podium RC2 shocks, Yoshimura slip-on exhaust, 14" aluminum beadlock wheels, 28" Maxxis Big Horn 2.0 tires, high-strength 200-pound multipurpose rear rack with LinQ quick attach system, X-package seat trim and special-edition graphics **COLORS:** Carbon Black & Can-Am Red



Honda Pioneer 500

MSRP: N/A **WEIGHT (LB):** 1,010 wet **WHEELBASE (IN):** 73.1 **FRONT SUSPENSION (IN):** Independent double wishbone, 5.9 **REAR SUSPENSION (IN):** Independent double wishbone w/ preload, 5.9 **FUEL CAPACITY (GAL):** 3.96 **ENGINE SIZE:** 475cc single cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic electric-shift 5-speed w/ reverse **2WD/4WD:** 2/4 WD, direct front and rear driveshafts **KEY FEATURES:** Electronic fuel injection, electronic paddle shifted transmission, 1,000-pound towing capacity **COLORS:** Red, Metallic Blue, Honda Phantom Camo



Honda Pioneer 700

MSRP: N/A **WEIGHT (LB):** 1,261 wet **WHEELBASE (IN):** 76.8 **FRONT SUSPENSION (IN):** Independent double wishbone, 7.9 **REAR SUSPENSION (IN):** Independent double wishbone w/ preload, 9.1 **FUEL CAPACITY (GAL):** 8.2 **ENGINE SIZE:** 675cc OHV single cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automotive-style w/ hydraulic torque converter; three forward gears, reverse **2WD/4WD:** 2WD, 4WD, 4WD w/ front differential lock **KEY FEATURES:** Electronic fuel injection, 1,500-pound towing capacity **COLORS:** Red, Olive, Honda Phantom Camo



Honda Pioneer 700-4

MSRP: N/A **WEIGHT (LB):** 1,396 wet **WHEELBASE (IN):** 76.8 **FRONT SUSPENSION (IN):** Independent double wishbone, 7.9 **REAR SUSPENSION (IN):** Independent double wishbone w/ preload, 9.1 **FUEL CAPACITY (GAL):** 8.2 **ENGINE SIZE:** 675cc OHV single cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automotive-style w/ hydraulic torque converter; three forward gears, reverse **2WD/4WD:** 2WD, 4WD, 4WD w/ front differential lock **KEY FEATURES:** Electronic fuel injection, 1,500-pound towing capacity, comfortable seating for four adults **COLORS:** Red, Metallic Silver, Honda Phantom Camo



Honda Pioneer 1000

MSRP: N/A **WEIGHT (LB):** N/A **WHEELBASE (IN):** N/A **FRONT SUSPENSION (IN):** Independent double wishbone, 10.55 **REAR SUSPENSION (IN):** Independent double wishbone, 10 **FUEL CAPACITY (GAL):** N/A **ENGINE SIZE:** 999cc twin cylinder Unicam 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Fully automatic dual-clutch transmission (DCT); six forward gears, reverse **2WD/4WD:** 2WD, 4WD, Differential-lock, Turf **KEY FEATURES:** Electronic fuel injection, 2,000-pound towing capacity **COLORS:** Red, Olive



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Honda Pioneer 1000-5

MSRP: N/A **WEIGHT (LB):** N/A **WHEELBASE (IN):** N/A **FRONT SUSPENSION (IN):** Independent double wishbone, 10.55 **REAR SUSPENSION (IN):** Independent double wishbone, 10 **FUEL CAPACITY (GAL):** N/A **ENGINE SIZE:** 999cc twin cylinder Unicam 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Fully automatic dual-clutch transmission (DCT); six forward gears, reverse w/ paddle shifters (std, sport, and manual) **2WD/4WD:** 2WD, 4WD, Diff-lock, Turf **KEY FEATURES:** Electronic fuel injection, 2,000-pound towing capacity, seating for five **COLORS:** Red, Olive



Kawasaki Mule 600

MSRP: \$6,999 **WEIGHT (LB):** 956.5 wet **WHEELBASE (IN):** 70 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** MacPherson strut, 3.1 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Unit swing-arm w/ adjustable shocks, 3.1 **FUEL CAPACITY (GAL):** 4.1 **ENGINE SIZE:** 401cc single-cylinder OHV 4-stroke **ENGINE COOLING:** Air **TRANSMISSION:** CVT; H/L/R **2WD/4WD:** Shaft-driven selectable 4WD w/ dual mode rear diff **KEY FEATURES:** Tight 10.8-foot turning radius, 1,100-pound towing capacity, oil temp and hour meter **COLORS:** Red, Timberline Green, Dark Royal Red



Kawasaki Mule 610 4x4, SE

MSRP: \$7,799 (SE) \$7,999 **WEIGHT (LB):** 1,020.9 wet **WHEELBASE (IN):** 70 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** MacPherson strut, 3.1 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Unit swing-arm w/ adjustable shocks, 3.1 **FUEL CAPACITY (GAL):** 4.1 **ENGINE SIZE:** 401cc single-cylinder OHV 4-stroke **ENGINE COOLING:** Air **TRANSMISSION:** CVT; H/L/R **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** Tight 10.8-foot turning radius, 1,100-pound towing capacity, oil temp and hour meter **COLORS:** Red, Timberline Green, Dark Royal Red (std); Sunbeam Red (SE)



Kawasaki Mule 610 4x4 XC, SE, Camo

MSRP: \$8,099; SE \$8,499; Camo \$8,499 **WEIGHT (LB):** 1,020.9 wet **WHEELBASE (IN):** 70 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** MacPherson strut, 3.1 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Unit swing-arm w/ adjustable shocks, 3.1 **FUEL CAPACITY (GAL):** 4.1 **ENGINE SIZE:** 401cc single-cylinder OHV 4-stroke **ENGINE COOLING:** Air **TRANSMISSION:** CVT; H/L/R **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** Tight 10.8-foot turning radius, 1,100-pound towing capacity, 26" Maxxis Big Horn Tires, oil temp and hour meter. SE adds cast aluminum wheels, sun top, SE color/graphics package. Camo adds Premium Realtree Camo plastics. **COLORS:** Super Black (std & SE); Realtree Xtra Green Camo (Camo)



Kawasaki Mule 4000

MSRP: \$8,999 **WEIGHT (LB):** 1,338.4 wet **WHEELBASE (IN):** 73.6 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** MacPherson strut, 3.9 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Semi-independent, DeDion axle w/ leaf springs and shocks, 2.8 **FUEL CAPACITY (GAL):** 6.3 **ENGINE SIZE:** 617cc 2-cylinder OHV **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ forward and reverse **2WD/4WD:** 2WD w/ dual-mode rear diff **KEY FEATURES:** Tight 11-foot turning radius, 1,200-pound towing capacity, steel front bumper, steel cargo bed **COLORS:** Red, Timberline Green, Dark Royal Red



Kawasaki Mule 4010 4x4, SE

MSRP: \$10,199; SE \$10,549 **WEIGHT (LB):** 1,445.8 wet **WHEELBASE (IN):** 73.6 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** MacPherson strut, 3.9 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Semi-independent, DeDion axle w/ leaf springs and shocks, 2.8 **FUEL CAPACITY (GAL):** 6.3 **ENGINE SIZE:** 617cc 2-cylinder OHV **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range, forward & reverse **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** Electronic power steering, 1,200-pound towing capacity, cargo bed. SE adds high-output LED headlights, sun top, SE color/graphics. **COLORS:** Red, Timberline Green, Dark Royal Red (std); Super Black (SE)



Kawasaki Mule 4010 Trans 4x4, SE, Camo

MSRP: \$11,199; SE \$11,999; Camo \$11,699 **WEIGHT (LB):** 1,586.9 wet **WHEELBASE (IN):** 85.2 **FRONT SUSPENSION (IN):** MacPherson strut, 3.9 **REAR SUSPENSION (IN):** Semi-independent, DeDion axle w/ leaf springs and shocks, 2.8 **FUEL CAPACITY (GAL):** 6.3 **ENGINE SIZE:** 617cc 2-cylinder OHV **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range, forward & reverse **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** Electronic power steering, 1,200-pound towing capacity, multi-configuration rear seat/bed. SE adds high-output LED headlights, sun top, SE color/graphics package. Camo adds Premium Realtree Camo plastics. **COLORS:** Super Black (std & SE); Realtree Xtra Green Camo (Camo)



Kawasaki Mule Pro DX, EPS, LE

MSRP: \$13,199; EPS \$13,999; LE \$14,899 **WEIGHT (LB):** 1,808.1 wet **WHEELBASE (IN):** 92.3 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double wishbone, 8.7 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double wishbone, 8.7 **FUEL CAPACITY (GAL):** 7.9 **ENGINE SIZE:** 993cc 3-cylinder diesel **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range, forward & reverse **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** 53"-wide bed, 2,000-pound towing capacity, tilt steering, multifunction digital display. EPS adds electronic power steering. LE adds sun top, high-output LED headlights w/ high/low beam settings. **COLORS:** Super Black (std); Timberline Green, Super Black (EPS); Timberline Green, Dark Royal Red (LE)



Kawasaki Mule Pro DXT, EPS, LE

MSRP: \$14,199; EPS \$13,999; LE \$14,899 **WEIGHT (LB):** 1,889.7 wet **WHEELBASE (IN):** 92.3 **FRONT SUSPENSION (IN):** Double wishbone, 8.7 **REAR SUSPENSION (IN):** Double wishbone, 8.7 **FUEL CAPACITY (GAL):** 7.9 **ENGINE SIZE:** 993cc 3-cylinder diesel **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range, forward & reverse **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** Versatile trans cab for three to six people, steel front bumper, rear cargo screen, 2,000-pound towing capacity, tilt steering, multifunction digital display. EPS adds electronic power steering. LE adds sun top, high-output LED headlights w/ high/low beam settings. **COLORS:** Super Black (std); Timberline Green, Super Black (EPS); Timberline Green, Dark Royal Red (LE)

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Kawasaki Mule Pro FX, EPS, LE, Camo

MSRP: \$11,999; EPS \$12,999; LE \$14,199; Camo \$14,199 **WEIGHT (LB):** 1,786.1 (wet) **WHEELBASE (IN):** 92.3 **FRONT SUSPENSION (IN):** Double wishbone, 8.7 **REAR SUSPENSION (IN):** Double wishbone, 8.7 **FUEL CAPACITY (GAL):** 7.9 **ENGINE SIZE:** 812cc 3-cylinder DOHC 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range, forward & reverse **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** Electronic fuel injection, 4-wheel disc brakes, multifunction digital display. EPS adds electronic power steering. LE adds cast aluminum wheels, sun top, color/graphics pkg. Camo adds Premium Realtree Camo plastics, high-output LED headlights w/ high/low beam settings. **COLORS:** Super Black (std); Timberline Green, Super Black (EPS and LE); Timberline Green, Dark Royal Red (Camo)



Kawasaki Mule Pro FXT, EPS, LE

MSRP: \$12,999; EPS \$14,599; LE \$18,899 **WEIGHT (LB):** 1,854 wet **WHEELBASE (IN):** 92.3 **FRONT SUSPENSION (IN):** Double wishbone, 8.7 **REAR SUSPENSION (IN):** Double wishbone, 8.7 **FUEL CAPACITY (GAL):** 7.9 **ENGINE SIZE:** 812cc 3-cylinder DOHC 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range, forward & reverse **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** Versatile trans cab for three to six people, electronic fuel injection, 60.8-amp alternator, 2,000-pound towing capacity. EPS adds electronic power steering. LE adds cast aluminum wheels, sun top, color/graphics package. **COLORS:** Super Black (std); Timberline Green, Super Black (EPS); Timberline Green, Dark Royal Red (LE)



Kawasaki Mule Pro FXT EPS Camo

MSRP: \$15,899 **WEIGHT (LB):** 1,883 wet **WHEELBASE (IN):** 92.3 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Double wishbone, 8.7 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Double wishbone, 8.7 **FUEL CAPACITY (GAL):** 7.9 **ENGINE SIZE:** 812cc 3-cylinder DOHC 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range, forward & reverse **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** Versatile trans cab for three to six people, electronic fuel injection, electronic power steering, 60.8-amp alternator, 2,000-pound towing capacity, premium Realtree Xtra Green Camo bodywork **COLOR:** Xtra Realtree Camo



Kawasaki Mule Pro FXT Ranch Edition

MSRP: \$16,899 **WEIGHT (LB):** 1,560.4 wet **WHEELBASE (IN):** 85.8 **FRONT SUSPENSION (IN):** Double wishbone, 8.7 **REAR SUSPENSION (IN):** Double wishbone, 8.7 **FUEL CAPACITY (GAL):** 7.9 **ENGINE SIZE:** 812cc 3-cylinder DOHC 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range, forward & reverse **2WD/4WD:** Selectable 2/4WD w/ dual-mode rear diff **KEY FEATURES:** Versatile trans cab for three to six people, electronic fuel injection, electronic power steering, 60.8-amp alternator, Warn Vantage winch, cast aluminum wheels, sun top, padded bench seats, Metallic Titanium painted hood **COLOR:** Metallic Titanium



Kawasaki Teryx, LE, Camo

MSRP: \$12,999; LE \$14,999; Camo \$14,299 **WEIGHT (LB):** 1,933.8 wet **WHEELBASE (IN):** 85.8 **FRONT SUSPENSION (IN):** Color-matched dual A-arm, 8 **REAR SUSPENSION (IN):** Color-matched independent rear suspension, 8.3 **FUEL CAPACITY (GAL):** 7.9 **ENGINE SIZE:** 783cc 2-cylinder OHV 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range; wet centrifugal clutch **2WD/4WD:** Selectable 2/4WD w/ locking front diff **KEY FEATURES:** Electronic power steering, Fox Podium shocks, Maxxis tires; LE adds sun top, LED headlights, LE aluminum wheels, graphics, matched seats; Camo adds Realtree Xtra Green camo bodywork. **COLORS:** Bright White (std); Candy Lime Green, Metallic Flat Raw Graystone (LE); Realtree Xtra Green Camo (Camo)



Kawasaki Teryx 4, LE, Camo

MSRP: \$15,799; LE \$16,999; Camo \$16,299 **WEIGHT (LB):** 1,617.7 wet **WHEELBASE (IN):** 125.4 **FRONT SUSPENSION (IN):** Color-matched dual A-arm, 8 **REAR SUSPENSION (IN):** Color-matched independent, 8.3 **FUEL CAPACITY (GAL):** 7.9 **ENGINE SIZE:** 783cc 2-cylinder OHV 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** CVT w/ high & low range; wet centrifugal clutch **2WD/4WD:** Selectable 2/4WD w/ locking front diff **KEY FEATURES:** Electronic power steering, Fox Podium shocks, Maxxis tires; LE adds sun top, LED headlights, LE aluminum wheels, graphics, matched seats. Camo adds Realtree Xtra Green camo bodywork. **COLORS:** Bright White (std); Candy Lime Green, Metallic Flat Raw Graystone, Candy Persimmon Red (LE); Realtree Xtra Green Camo (Camo)



Polaris Ranger 570, EPS

MSRP: From \$9,999; EPS from \$11,699 **WEIGHT (LB):** 1,042 dry **WHEELBASE (IN):** 73 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** MacPherson strut, 9 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, IRS, 10 **FUEL CAPACITY (GAL):** 9.0 **ENGINE SIZE:** 567cc single cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** Electronic fuel injection, 4-wheel hydraulic disc brakes, 2-inch hitch receiver, 1,500-pound towing capacity. EPS adds electronic power steering. **COLORS:** Solar Red, Sage Green, Polaris Pursuit Camo (standard); Bronze Mist (EPS)



Polaris Ranger 570 Full Size, EPS

MSRP: From \$11,299; EPS from \$12,999 **WEIGHT (LB):** 1,320 dry **WHEELBASE (IN):** 81 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm and IRS, 10 **FUEL CAPACITY (GAL):** 10.0 **ENGINE SIZE:** 567cc single cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** Electronic fuel injection, 4-wheel hydraulic disc brakes, 2-inch hitch receiver, 1,500-pound towing capacity. EPS adds electronic power steering, cast aluminum wheels. **COLOR:** Solar Red, Sage Green, Polaris Pursuit Camo (standard); Turbo Silver (EPS)



Polaris Ranger Crew 570, EPS

MSRP: From \$10,799; EPS from \$12,499 **WEIGHT (LB):** 1,327 dry **WHEELBASE (IN):** 105 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** MacPherson strut, 9 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm and IRS, 10 **FUEL CAPACITY (GAL):** 9.0 **ENGINE SIZE:** 567cc single cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** Electronic fuel injection, seating for four, 1,500-pound hitch towing rating. EPS adds electronic power steering, cast aluminum wheels. **COLORS:** Sage Green, Solar Red, Polaris Pursuit Camo (standard); Sunset Red (EPS)


Polaris Ranger Crew 570 Full Size, EPS

MSRP: From \$12,799; EPS from \$14,499 **WEIGHT (LB):** 1,547 dry **WHEELBASE (IN):** 113 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm and IRS, 10 **FUEL CAPACITY (GAL):** 10.0 **ENGINE SIZE:** 567cc single cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** Electronic fuel injection, 4-wheel hydraulic disc brakes, 2-inch hitch receiver, 2,000-pound towing capacity. EPS adds electronic power steering. **COLORS:** Sage Green (standard); Polaris Pursuit Camo (EPS)


Polaris Ranger Crew 900, EPS

MSRP: From \$14,499; EPS from \$16,299 **WEIGHT (LB):** 1,571(dry) **WHEELBASE (IN):** 113 **FRONT SUSPENSION (IN):** Dual A-arm, 10 **REAR SUSPENSION (IN):** Dual A-arm & IRS, 10 **FUEL CAPACITY (GAL):** 10.0 **ENGINE SIZE:** 875cc twin cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Auto PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** Electronic fuel injection, 4-wheel hydraulic disc brakes, 2" hitch receiver, 2,000-pound towing capacity. EPS adds electronic power steering, cast alum wheels, center console, cut/sew seats, custom decal accent pkg. **COLORS:** Sage Green, Solar Red (std); Super Steel Gray, White Lightning, Polaris Pursuit Camo, Sunset Red (EPS)


Polaris Ranger Crew 900-6, EPS

MSRP: From \$14,499; EPS from \$16,299 **WEIGHT (LB):** 1,571 dry **WHEELBASE (IN):** 113 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm and IRS, 10 **FUEL CAPACITY (GAL):** 10.0 **ENGINE SIZE:** 875cc twin cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Auto PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** Capacity for six people, electronic fuel injection, 4-wheel hydraulic disc brakes, 2-inch hitch receiver, 2,000-pound towing capacity. EPS adds electronic power steering, cast aluminum wheels, center console, cut/sew seats, custom decal accent pkg. **COLORS:** Sage Green (std); Super Steel Gray, White Lightning, Polaris Pursuit Camo, Sunset Red (EPS)


Polaris Ranger Crew Diesel

MSRP: From \$14,999 **WEIGHT (LB):** 1,690 dry **WHEELBASE (IN):** 113 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm and IRS, 10 **FUEL CAPACITY (GAL):** 10.0 **ENGINE SIZE:** 1,028cc 3-cylinder diesel **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** Electronic fuel injection, 4-wheel hydraulic disc brakes, 2-inch hitch receiver, 2,000-pound towing capacity **COLOR:** Sage Green


Polaris Ranger Diesel, HST, HST Dlx

MSRP: From \$13,799; HST from \$15,199; HST Dlx from \$20,999 **WEIGHT (LB):** 1,430 dry **WHEELBASE (IN):** 81 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, 10; dual A-arm, 6 (HST) **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm and IRS, 10; multilink IRS coilover, 6 (HST) **FUEL CAPACITY (GAL):** 10.0 **ENGINE SIZE:** 1,028cc 3-cylinder diesel **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** Mechanical fuel injection, 2,000-pound hitch towing rating. HST adds 24hp Kohler diesel engine, 110-amp alternator. HST Dlx adds factory-installed fully enclosed Pro Fit cab w/ heat, defrost, and A/C. **COLOR:** Sage Green


Polaris Ranger ETX

MSRP: From \$8,799 **WEIGHT (LB):** 1,045 dry **WHEELBASE (IN):** 73 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** MacPherson strut, 9 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, IRS, 10 **FUEL CAPACITY (GAL):** 9.0 **ENGINE SIZE:** 31hp single cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD **KEY FEATURES:** Electronic fuel injection, 2-inch hitch receiver, 1,500-pound towing capacity, digital gauge **COLOR:** White Lightning


Polaris Ranger EV

MSRP: From \$11,299 **WEIGHT (LB):** 1,726 dry **WHEELBASE (IN):** 72 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** MacPherson strut, 9 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm and IRS, 9 **FUEL CAPACITY (GAL):** N/A **ENGINE SIZE:** Single 48-volt high-efficiency AC-induction motor **ENGINE COOLING:** N/A **TRANSMISSION:** Direct drive w/ low-noise gears **2WD/4WD:** On-demand true AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** 4-wheel hydraulic disc brakes, 2-inch hitch receiver, 1,500-pound towing capacity **COLOR:** Avalanche Grey


Polaris Ranger XP 900, EPS, Dlx

MSRP: Fm \$13,499; EPS fm \$14,499; EPS Dlx fm \$17,099 **WT (LB):** 1,325 dry **WHEELBASE (IN):** 81 **F SUSP (IN):** Dual A-arm, 10 **R SUSP (IN):** Dual A-arm & IRS, 10 **FUEL CAP (GAL):** 10.0 **ENG SIZE:** 875cc twin cyl 4-stroke **ENG COOLING:** Lqd **TRANS:** Auto PVT; H/L/N/R/P **2WD/4WD:** On-demand AWD/2WD/Versa-Trac turf mode **KEY FEATURES:** Electronic fuel inj, 4-wheel hyd disc brakes. EPS - electronic pwr steering, GPS, Pro Fit Cap w/ 1/2-door, bucket seats. Hntr Dlx - Pro Fit Cap w/ camo 1/2-doors, roof, glass windshield & rear panel, winch, htd seats. Nstar - Pro Fit Cab w/ molded doors, carpet-lined roof, glass windshield & rear panel, htr kit, htd seats. **COLORS:** Solar Rd, Sage Grn, Polaris Pursuit Camo (std); Sndstn Mtl, Sunset Rd, Super Steel Gry, Blk Plr, Wht Ltng, Sunset Rd Silv (EPS); Vogue Silv Dlx, Hntr Dlx Ed, Nstar Ed (Dlx)


Polaris RZR 170

MSRP: From \$4,599 **WEIGHT (LB):** N/A **WHEELBASE (IN):** 65 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Single A-arm, 5 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Swing-arm w/ dual shocks, 5 **FUEL CAPACITY (GAL):** 2.5 **ENGINE SIZE:** 169cc single-cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; F/N/R **2WD/4WD:** 2WD **KEY FEATURES:** Electronic fuel injection, 4-wheel hydraulic disc brakes **COLORS:** VooDoo Blue, Indy Red



Polaris RZR 570, EPS

MSRP: From \$10,299; **EPS** from \$12,299 **WEIGHT (LB):** 996 **WHEELBASE (IN):** 77 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm w/ antisway bar, 9 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-Arm w antisway bar, 9.5 **FUEL CAPACITY (GAL):** 7.25 **ENGINE SIZE:** 567cc single cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; H/L/N/R/P **2WD/4WD:** On-demand true AWD/2WD **KEY FEATURES:** Electronic fuel injection, 4-wheel hydraulic disc brakes. EPS adds electronic power steering, engine braking system, cast aluminum wheels, 25-inch Maxxis tires. **COLORS:** White Lightning (standard); Sunset Red, Black Pearl (EPS)



Polaris RZR 900, EPS

MSRP: From \$12,799; **EPS** from \$14,799 **WEIGHT (LB):** 1,148 **WHEELBASE (IN):** 79 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm w/ anti-way bar, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-Arm w antisway bar, 10 **FUEL CAPACITY (GAL):** 9.5 **ENGINE SIZE:** 875cc ProStar DOHC twin-cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; P/R/N/L/H **2WD/4WD:** On-demand true AWD/2WD **KEY FEATURES:** Electronic fuel injection, 4-wheel hydraulic disc brakes. EPS adds engine braking system, cast aluminum wheels. **COLORS:** White Lightning, Polaris Pursuit Camo (standard); Sunset Red, Black Pearl, Blue Fire, Gloss Nuclear Sunset (EPS)



Polaris RZR 900 XC Edition

MSRP: From \$17,299 **WEIGHT (LB):** 1,247 **WHEELBASE (IN):** 79 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm w/ antisway bar, 10 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-Arm w antisway bar, 10 **FUEL CAPACITY (GAL):** 9.5 **ENGINE SIZE:** 875cc ProStar DOHC twin-cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; P/R/N/L/H **2WD/4WD:** High performance true on-demand true AWD/2WD/turf mode **KEY FEATURES:** Electronic fuel injection, Fox 2.0 Podium X shocks, 27-inch GBC Dirt Commander tires mounted on cast aluminum wheels **COLOR:** Stealth Black



Polaris RZR S 900, EPS

MSRP: From \$14,699; **EPS** from \$16,499 **WEIGHT (LB):** 1,208 **WHEELBASE (IN):** 79 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm w/ antisway bar, 12.25 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Dual A-Arm w antisway bar, 13.2 **FUEL CAPACITY (GAL):** 9.5 **ENGINE SIZE:** 875cc ProStar DOHC twin-cylinder 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; P/R/N/L/H **2WD/4WD:** True on-demand true AWD/2WD **KEY FEATURES:** 60-inch width, electronic fuel injection, Fox 2.0 Podium X shocks, 27-inch GBC Dirt Commander tires mounted on cast aluminum wheels. EPS adds electronic PS, high-performance true on-demand true AWD/2WD. **COLORS:** White Lightning (standard); Havasu Red Pearl, Black Pearl, Titanium Matte Metallic, VooDoo Blue, Stealth Black (EPS)



Polaris RZR XP 1000 EPS

MSRP: From \$20,299 **WEIGHT (LB):** 1,379 **WHEELBASE (IN):** 90 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, 16 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Trailing arm, 18 **FUEL CAPACITY (GAL):** 9.5 **ENGINE SIZE:** 999cc ProStar twin-cylinder DOHC 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; P/R/N/L/H **2WD/4WD:** High performance true on-demand true AWD/2WD **KEY FEATURES:** 110hp ProStar 1000 H.O. EFI engine, high-flow clutch intake system, Walker Evans needle shocks, 29-inch Maxxis Bighorn tires, cast aluminum wheels, LED head/tail lights **COLORS:** Havasu Red Pearl, VooDoo Blue, White Lightning, Orange Madness, Stealth Black, monochrome White Lightning



Polaris RZR XP 1000 EPS Desert Ed.

MSRP: From \$20,299 **WEIGHT (LB):** 1,379 **WHEELBASE (IN):** 90 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, 16 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Trailing arm, 18 **FUEL CAPACITY (GAL):** 9.5 **ENGINE SIZE:** 999cc ProStar twin-cylinder DOHC 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; P/R/N/L/H **2WD/4WD:** High performance true on-demand true AWD/2WD **KEY FEATURES:** 110hp ProStar 1000 H.O. EFI engine, high-flow clutch intake system, Walker Evans needle shocks, Polaris interactive digital display, color-matched Desert Edition graphics and low-profile accessory bundle, 30-inch Kanati Mongrel tires, cast aluminum beadlock wheels **COLOR:** Desert Edition



Polaris RZR XP 1000 EPS Fox Ed.

MSRP: From \$22,999 **WEIGHT (LB):** 1,379 **WHEELBASE (IN):** 90 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, 16 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Trailing arm, 18 **FUEL CAPACITY (GAL):** 9.5 **ENGINE SIZE:** 999cc ProStar twin-cylinder DOHC 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; P/R/N/L/H **2WD/4WD:** High performance true on-demand true AWD/2WD **KEY FEATURES:** 110hp ProStar 1000 H.O. EFI engine, high-flow clutch intake system, Fox Podium internal bypass shocks, front antisway bar, Polaris interactive digital display, color-matched Desert Edition graphics and low-profile accessory bundle, 29-inch Maxxis Bighorn tires, cast aluminum wheels **COLOR:** Fox Edition Turbo Silver



Polaris RZR XP 1000 EPS High Lifter Ed.

MSRP: From \$23,499 **WEIGHT (LB):** 1,530 **WHEELBASE (IN):** 90 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm, 16 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Trailing arm, 18 **FUEL CAPACITY (GAL):** 9.5 **ENGINE SIZE:** 999cc ProStar twin-cylinder DOHC 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; P/R/N/L/H **2WD/4WD:** High performance true on-demand true AWD/2WD **KEY FEATURES:** 110hp ProStar 1000 H.O. EFI engine, high-flow clutch intake system, Walker Evans needle shocks, mud-specific gearing and stronger reverse chain, 29.5-inch High Lifter Outlaw II tires, cast aluminum wheels **COLOR:** High Lifter Edition Stealth Black



Polaris RZR XP 4 1000 EPS

MSRP: From \$22,299 **WEIGHT (LB):** 1,596 **WHEELBASE (IN):** 117 **FRONT SUSPENSION (TYPE/TRAVEL, IN):** Dual A-arm; 16 **REAR SUSPENSION (TYPE/TRAVEL, IN):** Trailing arm; 18 **FUEL CAPACITY (GAL):** 9.5 **ENGINE SIZE:** 999cc ProStar twin-cylinder DOHC 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Automatic PVT; P/R/N/L/H **2WD/4WD:** High performance true on-demand true AWD/2WD **KEY FEATURES:** 110 hp ProStar 1000 H.O. EFI engine, high-flow clutch intake system, Walker Evans needle shocks, color-matched Desert Edition graphics and low-profile accessory bundle, 29-inch Maxxis Big Horn tires, cast aluminum beadlock wheels **COLORS:** Havasu Red Pearl, VooDoo Blue, monochrome White Lightning

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Yamaha Viking, EPS

MSRP: From \$11,799; **EPS** from \$12,799 **WEIGHT (LB):** 1,342 wet **WHEELBASE (IN):** 84.1 **F SUSP (IN):** Independent double wishbone, 8.1 **R SUSP (IN):** Independent double wishbone, 8.1 **FUEL CAPACITY (GAL):** 9.7 **ENGINE SIZE:** 686cc SOHC, 4-valve 4-stroke **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Yamaha Ultramatic V-belt w/ all-wheel engine braking; L/H/N/R **2WD/4WD:** Yamaha On-Command; 3-way locking diff; 2WD, 4WD, Locked 4WD **KEY FEATURES:** Electronic fuel injection; 1,500-pound towing capacity; easy under-bed engine access; seating for three; 2" center-mounted, heavy-duty hitch receiver; pass-through floor; dash-mounted gated shifter. EPS adds electric power steering. **COLORS:** Steel Blue, Hunter Green w/ Suntop, Red w/ Suntop, Realtree AP HD w/ Suntop



Yamaha Viking EPS SE

MSRP: From \$14,049 **WEIGHT (LB):** N/A **WHEELBASE (IN):** 84.1 **FRONT SUSPENSION (IN):** Independent double wishbone, 8.1 **REAR SUSPENSION (IN):** Independent double wishbone, 8.1 **FUEL CAPACITY (GAL):** 9.7 **ENGINE SIZE:** 686cc SOHC 4-valve 4-stroke **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Yamaha Ultramatic V-belt w/ all-wheel engine braking; L/H/N/R **2WD/4WD:** Yamaha On-Command; 3-way locking diff; 2WD, 4WD, Locked 4WD **KEY FEATURES:** Electronic power steering, electronic fuel injection, black cast aluminum wheels, rear mud flaps, front and rear fender flares **COLOR:** Matte Silver w/ Suntop



Yamaha Viking VI, EPS

MSRP: From \$12,799; **EPS** from \$13,799 **WEIGHT (LB):** 1,520 wet **WHEELBASE (IN):** 115.6 **FRONT SUSPENSION (IN):** Indep. dbl. wishbone, 8.1 **REAR SUSPENSION (IN):** Independent double wishbone, 8.1 **FUEL CAPACITY (GAL):** 9.7 **ENGINE SIZE:** 686cc SOHC 4-valve 4-stroke **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Yamaha Ultramatic V-belt w/ all-wheel engine braking; L/H/N/R **2WD/4WD:** Yamaha On-Command; 3-way locking differential; 2WD, 4WD, Locked 4WD **KEY FEATURES:** Electronic fuel injection; 1,500-pound towing capacity; easy under-bed engine access; 2" center-mounted, heavy-duty hitch receiver; pass-through floor; dash-mounted gated shifter. EPS adds electric power steering. **COLORS:** Steel Blue, Hunter Green, Red, Realtree AP w/ Suntop



Yamaha Viking VI EPS SE

MSRP: From \$14,999 **WEIGHT (LB):** 1,667 wet **WHEELBASE (IN):** 115.6 **FRONT SUSPENSION (IN):** Independent double wishbone, 8.1 **REAR SUSPENSION (IN):** Independent double wishbone, 8.1 **FUEL CAPACITY (GAL):** 9.7 **ENGINE SIZE:** 686cc SOHC 4-valve 4-stroke **ENGINE COOLING:** Liquid w/ fan **TRANSMISSION:** Yamaha Ultramatic V-belt w/ all-wheel engine braking; L/H/N/R **2WD/4WD:** Yamaha On-Command; 3-way locking differential; 2WD, 4WD, Locked 4WD **KEY FEATURES:** Electronic power steering, electronic fuel injection, black cast aluminum wheels, rear mud flaps, front and rear fender flares **COLOR:** Matte Silver w/ Suntop



Yamaha Wolverine

MSRP: From \$10,999 **WEIGHT (LB):** 1,287 wet **WHEELBASE (IN):** 81.3 **FRONT SUSPENSION (IN):** Independent double wishbone, 9.7 **REAR SUSPENSION (IN):** Independent double wishbone, 10.6 **FUEL CAPACITY (GAL):** 9.7 **ENGINE SIZE:** 708cc DOHC 4-valve 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Yamaha Ultramatic V-belt w/ all-wheel engine braking; L/H/N/R; **2WD/4WD:** Yamaha On-Command; 3-way locking differential; 2WD, 4WD, Locked 4WD **KEY FEATURES:** Electronic fuel injection, front wide-arc A-arms, 5-way preload adjustable shocks, 11.4" ground clearance, work-ready cargo bed w/ 6 tie-down points, 1,500-pound towing capacity **COLORS:** Hunter Green, Realtree Xtra



Yamaha Wolverine R-Spec, EPS

MSRP: From \$10,999; **R-Spec** from \$13,199 **WEIGHT (LB):** 1,299 wet **WHEELBASE (IN):** 81.3 **F SUSP (IN):** Indep dbl wishbone, 9.7 **R SUSP (IN):** Indep dbl wishbone, 10.6 **FUEL CAPACITY (GAL):** 9.7 **ENGINE SIZE:** 708cc DOHC 4-valve 4-stroke **ENGINE COOLING:** Liquid **TRANSMISSION:** Yamaha Ultramatic V-belt w/ all-wheel engine braking; L/H/N/R **2WD/4WD:** Yamaha On-Command; 3-way locking diff; 2WD, 4WD, Locked 4WD **KEY FEATURES:** Electronic fuel injection, front wide-arc A-arms, KYB adj. piggyback shocks (H/L speed comp & rebound), high-back bucket seats, std sun top. EPS adds electronic power steering, aluminum alloy wheels (Alpine White only). **COLORS:** Hunter Green, Steel Blue, Realtree Xtra Camo (std); Hunter Green, Steel Blue, Realtree Xtra Camo, Alpine White w/ aluminum wheels (EPS)

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AXLE HIERARCHY

Q Regarding “Weakest to Strongest Axles—King of the Hill” on fourwheeler.com, I have questions. For rear axles, how does a Dana 70 come out ahead of a GM 14-bolt? And a 14-bolt ahead of a Rockwell for a front application? Although I agree, most people disagree that a 14-bolt is tougher than a 2½-ton Rockwell. I think we know where AxleTech 4000 axles stand in this game.

JEFF NOGGLE

VIA FACEBOOK.COM/JOHNCAPPA4X4

A You have to keep in mind that this story was written back in 2007. Some new axles have hit the market since then. However, I will still stand behind the list and for good reasons. First, remember that this list is based on the stock axle assemblies. We compared the overall strength of the assembly in stock form. We took the entire axle assembly into consideration, not just the ring-and-pinion or the axleshafts alone. One weak component could downgrade an axle in my mind, though.

Now, having said all that, the Dana 70 and 14-bolt are both great heavy-duty axle swap options. The low cost, availability, and ease of rebuilding and upgrading are usually the reasons most people go with a 14-bolt instead of a Dana 70. Both the Dana 70 and GM 14-bolt have massive 10.50-inch-diameter ring gears. It could be argued that the three-bearing pinion design of the 14-bolt is stronger than the pinion design in the Dana 70. However, I believe the

1½-inch, 35-spline 'shafts in the Dana 70 are slightly stronger than the 1½-inch, 30-spline 'shafts in the 14-bolt. The Dana 70 also has larger beefier axletubes and a more robust housing in most applications. The max output torque rating of the Dana 70 HD is almost 2,000 lb-ft higher than the 14-bolt, and the GAWR of the Dana 70 HD is also higher and almost double that of a 14-bolt in some applications. Overall, it's a pretty close match and either axle is certainly a good choice.

Unfortunately, there is no such thing as a factory 14-bolt front axle. We didn't include custom built assemblies or aftermarket additions. I do believe that the 14-bolt is more admirable than a Rockwell 2½-ton rear axle in some cases, though. The problem is that the factory Rockwell axleshafts are comparatively weak. The 1.62-inch-diameter 'shafts feature 16 splines, which are cut, not rolled. More fine-rolled splines are generally stronger and commonly found in most modern axles. The 14-bolt axleshafts are built with better material and have rolled splines, but the housing, spindles, hubs, and centersection of the Rockwell would be superior in strength to the 14-bolt. The 'shaft weakness of the stock Rockwell is significant and really drags it down in rating in my book.

Of course the AxleTech 4000 axles would be at the top of the heap for both front and rear applications. I'd probably even put them above a 5-ton Rockwell because the AxleTech 4000s are built with better, more modern materials. Although, the AxleTech axles did not exist when we put this story together 8 years ago.



REAL GRANNY FOUR-SPEED

Q Is the GM SM420 a true four-speed manual transmission?

BARBARA WHITAKER

VIA FACEBOOK.COM/JOHNCAPPA4X4

A Technically speaking, the GM SM420 is a four-speed manual transmission. It has four forward gears and one reverse gear. However, if you ask anyone who rows through the shifter of an SM420 on a regular basis, they'll tell you it's a three speed. Let me explain. The GM SM420 is a granny truck transmission. It has an absurdly low First gear with a ratio of 7.05:1. This extra-low gearing makes it a great manual transmission for slow technical off-roading like rockcrawling. Unfortunately, the First gear is also unsynchronized, so you won't be downshifting into First while moving with any sort of speed, at least not without the clash and grind of gear teeth skipping past each other.

The SM420 Second gear ratio is 3.57:1, Third is 1.70:1, and Fourth is 1:1. By comparison, a Jeep T-90 three-speed transmission has a 2.79:1 First gear, a 1.55:1 Second gear, and a 1:1 Third gear. If you decide to install an SM420 in your 4x4, you'll find that, on the street, you'll rarely use First gear. So you essentially have a three-speed transmission.



8274 ENVY

Q My local off-road shop is trying to convince me to buy a Warn Zeon over a high-mount 8274 winch for my Jeep. I'm an off-road enthusiast and believe the Warn 8274 is the holy grail of winches.

WHERE TO WRITE

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What do you think? Mounting the 8274 in my bumper would require some modifications and possibly a new winch plate to tie in the front-side mounting holes. The Zeon would bolt straight in and I'd finally have a winch after over 10 years of wheeling without one. If I were to build a plate to mount an 8274, should I make it the same thickness as the steel already used for the bumper or just use 3/16-inch plate?

CHRIS GARLAND

VIA FACEBOOK.COM/JOHNCAPPA4X4

A I think both Warn (warn.com) winches you are considering are solid, reliable choices. However, you are considering two winches that provide two very different capabilities. I love the contemporary design of Warn Zeon winches and all of the modern updates they come with. I also like the time-tested, dirt-simple reliability of the Warn M8274-50 foot-forward winch. To help you make the decision, let's compare the specs. The most comparable Zeon winch to the M8274-50 capability is the Zeon 8. Both are 8,000 pound winches. The Zeon is relatively compact and bolts to a standard common 10x4-inch winch mount. The M8274-50 requires a less common foot forward mount and can block airflow through the grille—certainly something to consider if your 4x4 overheats regularly. The Zeon 8 is 16 pounds lighter than the M8274-50, but the M8274-50 carries 50 more feet of cable. The M8274-50 draws slightly fewer amps under no load, and the Zeon draws slightly fewer amps under load. At 79.3 feet per minute, the unloaded M8274-50 is over twice the speed of the Zeon 8, which pulls at 35 feet per minute unloaded. The M8274-50 also pulls noticeably faster when loaded. There are many aftermarket power, speed, and rope capacity modifications available for the M8274-50 from companies like Giggiepin (giggiepin4x4.net) and 8274 Power (8274power.com). You can't really do anything to speed up a Zeon 8, add more cable, or make it more powerful. So which winch is right for you really depends on what's important to you. Personally, a slow winch drives me absolutely batty. I hate waiting and making people wait while my unloaded cable reels in. That said, an M8274-50 winch doesn't necessarily look right or even fit on the front of some 4x4s. If you're like me and speed is important, go with the M8274-50. If a slightly lighter weight and smaller size are important, go with the Zeon 8. Both are great options.

As for proper mounting of the M8274-50, it will depend on the weight of the vehicle. In most cases going with 1/4-inch steel plate is a safer bet than 3/16-inch, but you'll still need to support the structure with gussets. Check out some of the Warn foot-forward mounts to see if they will work for your application or to see if you can mimic the design for your project (PN 11078 and 88418). **FW**

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Where: Gorman, California
Hosted by: Badlands Off Road Adventures
Info: 310/613-5473, 4x4training.com

December 7

What: Day 2 Getting Started Driving Off-Road
Where: Mojave, California
Hosted by: Badlands Off Road Adventures
Info: 310/613-5473, 4x4training.com

December 12

What: Day 2 Getting Started Driving Off-Road
Where: Borrego Springs, California
Hosted by: Badlands Off Road Adventures
Info: 310/613-5473, 4x4training.com

December 12

What: Wheeling 4 Toys
Where: Mapleton, Kansas
Hosted by: Kansas Rocks Recreation Park
Info: ksrockspark.com

December 12-13

What: SNORE/MORE
Where: Laughlin, Nevada
Hosted by: Mojave Off-Road Racing Enthusiasts
Info: moreracing.net

December 12-13

What: 4WD Beginner Discovery Course
Where: Rancho Cordova, California
Hosted by: Off-Road Safety Academy
Info: discoveroffroading.com

December 13

What: Getting Started Off-Road Driving
Where: Borrego Springs, California
Hosted by: Badlands Off Road Adventures
Info: 310/613-5473, 4x4training.com FW

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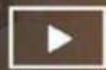


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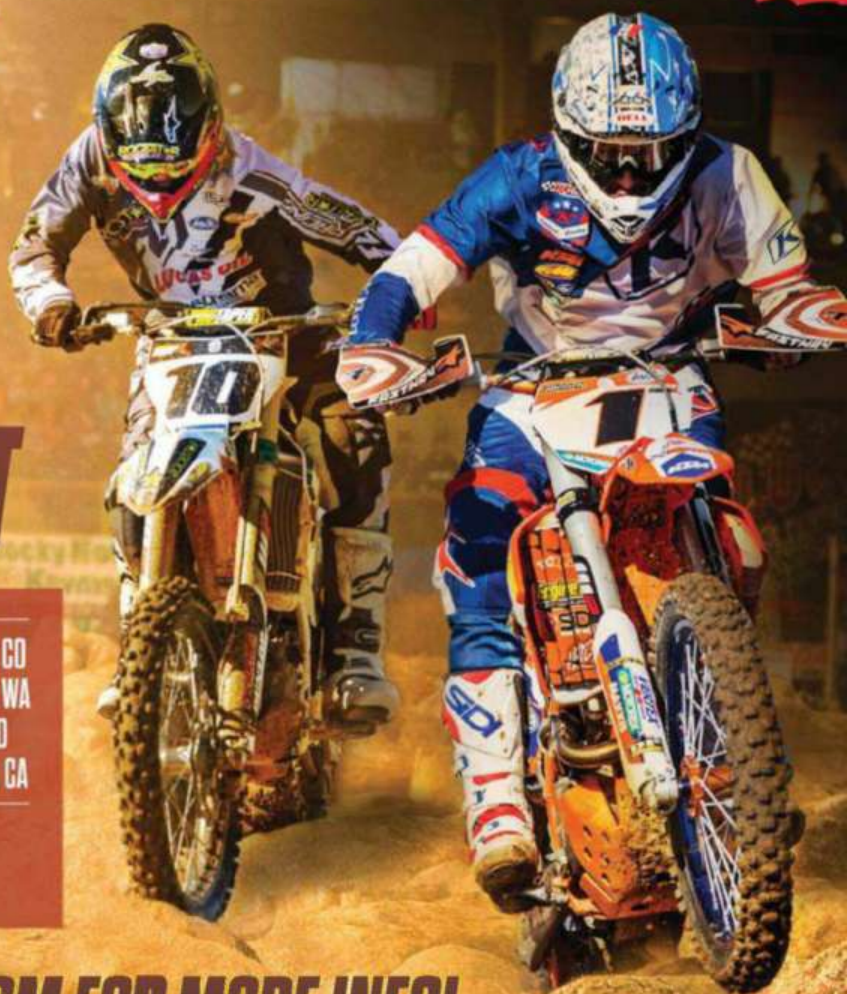
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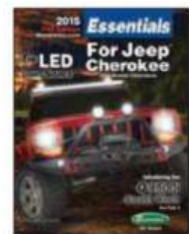
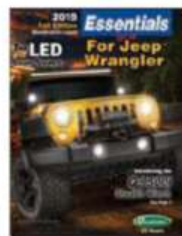
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March '01: Driving A Prototype Jeep Liberty Over The Rubicon Trail

In the Mar. '01 issue of *Four Wheeler*, we wrote about our first drive of the '02 Jeep Liberty prototype over the Rubicon Trail.

We wrote that the then-new Liberty, the KJ in Jeep lingo, was originally designed to be the replacement for the Jeep Cherokee XJ and called the XJR. In the story we wrote, "Jeep spokesman tell us that Cherokee will be built and sold alongside the Liberty for the next 12-18 months, and a decision will be made after that time about the Cherokee's future." As we all know now, the Liberty was in fact sold alongside the Cherokee for a short time until Cherokee XJ production was ended by DaimlerChrysler.

The Liberty was trotted out at a time when the Jeep house only had three inhabitants: the Grand Cherokee, Cherokee, and Wrangler. All of these vehicles had a solid front axle, so the IFS Liberty was looked upon with unfettered disdain by many Jeep purists. We wrote, "A much more important trouble spot here is that the Liberty sports independent front suspension (IFS)—a first for Jeep since an abortive effort in 1963/64." Another strike against the Liberty was that it signaled the

end of the loved-by-many XJ. Oh yeah, the Liberty also sported styling that was vastly different from the Jeep vehicles of the time.

Jeep seemed to know that skepticism would be the order of the day for the new Liberty so they did something very unusual for us. We wrote, "Two things seem especially interesting about this first look at the Liberty. First, Jeep showed it to *Four Wheeler* not within the sterile confines of a styling studio or a proving ground but out on the trail, where a Jeep belongs. Make that the Rubicon Trail, in fact, of which all Jeep vehicles have to be worthy, according to a dictat from DaimlerChrysler management. Second, it showed us the vehicle in early prototype form, some-

thing that's quite unheard of in Detroit, where secrecy about models that aren't finalized is paramount."

The Liberty did in fact carry us over the Rubicon Trail. The story noted that we dug how the Liberty's fender flares folded when brushed against the obstacles and then popped back into shape. We also liked the six and four-cylinder engines, noting that they provided "excellent torque for rockcrawling." In our synopsis we wrote that the Liberty worked "well enough, though not as well as it would work with a rear locker and serious off-pavement tires." We also noted that there was lots of grinding heard from the Rubicon rocks and the Liberty's engine/transmission/T-case



➔ **"A MUCH MORE IMPORTANT TROUBLE SPOT HERE IS THAT THE LIBERTY SPORTS INDEPENDENT FRONT SUSPENSION (IFS)—A FIRST FOR JEEP SINCE AN ABORTIVE EFFORT IN 1963/64.**

skidplates. "In one case, the skidplate and transmission pan were so seriously mashed as to shut down the transmission," we wrote.

We ended the story by noting that the folks at Jeep insisted that even with IFS and solid highway handling, the Liberty did not suffer from diluted Jeep DNA. Our view was that "time will tell."

Little did we know at the time, the first-gen Liberty would signal the beginning of a long line of IFS Jeep vehicles. As a matter of fact, the current seven-model Jeep lineup is comprised of all IFS rigs except for the Wrangler and Wrangler Unlimited.

The subtitle of the Liberty story in March 2001 was, "The apocalypse is here! Or, Jeep tries IFS." The shock of IFS on a Jeep may have had an apocalyptic feel at the time, but in retrospect it should've read, "A glimpse into the near future of the modern Jeep." **FW**





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IF YOUR WHEEL COULD TALK

It's been said that wheels and tires are the ultimate statement of self-expression, but they're also an extension of your style—and sometimes your pocketbook. It's not to say that the most expensive wheels are best, because we all know money can't buy class. But if there's one thing to remember, then remember this: Your wheels will say more about you than your ex, so choose wisely.

There's a certain camaraderie when it comes to wheels. If you see someone with the same manufacturer or same caliber of wheel, it creates an instant bond. But get caught riding dirty on a brand of wheels they don't approve of, and you'll soon become the butt of every joke. So if you're in the scene to be seen, you already know what I'm talking about. But if not, then it just doesn't matter. Either way, to each his own—and pick what you like.

Now that we're back for our annual installment of the Ultimate Wheel & Tire Guide, this issue is packed with all of the latest releases from some of the world's top brands. From imports to domestics, euros to SUVs, this guide is the largest and most comprehensive the market has seen.

Years back when we first launched, rim

manufacturers couldn't wait to launch the largest diameters, mated to the thinnest possible tires. But fast-forward to present day, and it seems as though the race is finally over. The general public now seems to have found a happy medium with 26s and 28s for trucks and SUVs. And when it comes to the sport compact market, fatter tires and smaller wheels are all the rage.

We've also seen manufacturers putting increased effort into making cast wheels, which mimic the detail and fitment of forged wheels. With consumers gravitating more toward financial savings over weight savings, these new cast wheels are gaining traction. Besides, most people don't track, and if you live in L.A., you're not going anywhere anytime soon with all this traffic.

So enjoy the issue and choose wisely!

With Respect,
John Jarasa

2015 ULTIMATE WHEEL & TIRE GUIDE

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Network Content Director Sean Russell

Editor John Jarasa

Managing Editor Michelle McCarthy

Art Direction & Design

Group Art Director Ti Tong

Art Director Katia Sverdlova

Manufacturing & Production Operations

VP, Manufacturing & Ad Operations Greg Parnell

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Archivist Thomas Voehringer

Advertising

General Manager, Super Street Network Mark Han

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Los Angeles: 831 S. Douglas St., El Segundo, CA 90245; 310.531.9900

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EAST

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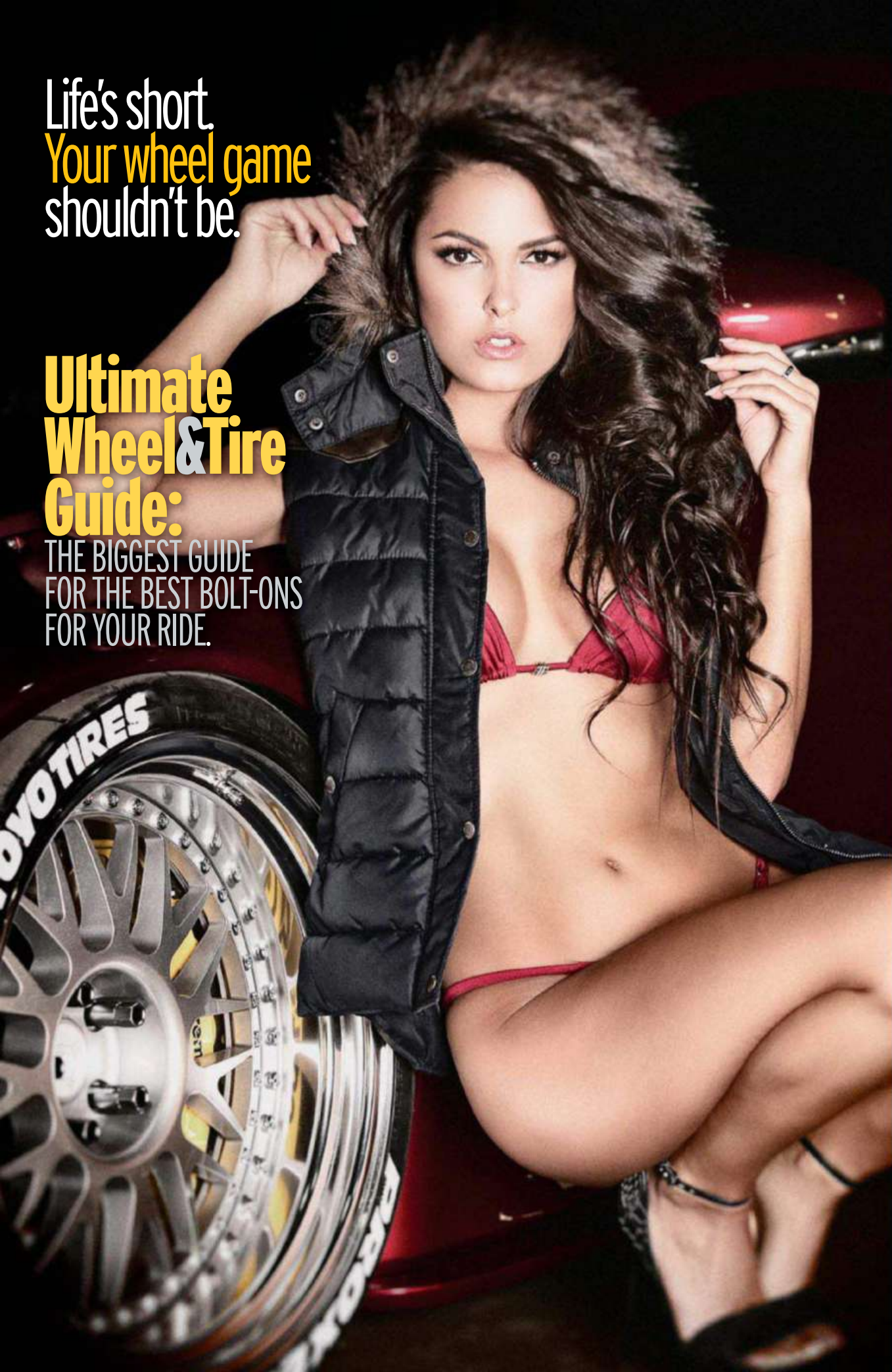
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410 DIVINE



NEW 412 OPULENT
Satin Graphite Grey, Gloss Black w/ Diamond Cut
FWD 16, 17, 18, 20



NEW 252 ALLURE
PVD, Gloss Black w/ Milled Accents,
CUV 17, 18, 20



419 RECLUSE
Gloss Black w/ Milled Accents & Black PVD
FWD 16x7, 17x7.5, 18x8, 20x8.5



081 ETWINE
Chrome, Silver
FWD 14x6, 15x7, 16x7, 17x7.5



418 WRATH
Gloss Black w/ Diamond Cut Face
FWD 15x7, 16x7, 17x7.5, 18x8, 20x8.5



NEW 410 DIVINE
Gloss Black w/ Milling & Diamond Cut RWD, Ultra PVD
FWD 16x7, 17x7.5, 18x8, 20x8.5, RWD 20x9, 22x9.5



291-292 SABER
Gloss Black with Diamond Cut Accents
FWD 16x7, 17x7.5, 18x8, 20x8



204 MANTIS
Gloss Black w/ Diamond Cut Face
FWD 15x7, 16x7, 17x7.5, 18x8





252 Allure

DIAMETER: 17, 18, 20
FINISHES: Ultra V Finish PVD, Gloss Black with milling
BOLT PATTERNS: 5x100, 5x114.3, 5x120, 5x127, 6x120
APPLICATIONS: CUV (crossovers), FWD passenger cars
WHEEL TYPE: One piece



410 Divine

DIAMETER: 16, 17, 18, 20, 22
FINISHES: Gloss Black with milling and diamond-cut accents, Ultra V finish PVD
BOLT PATTERNS: 4x100, 4x108, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x139.7, 6x135, 6x139.7
APPLICATIONS: FWD passenger vehicles, sport compact cars, CUV, muscle cars, street truck/SUV
WHEEL TYPE: One piece



412 Opulent

DIAMETER: 16, 17, 18, 20
FINISHES: Satin Graphite Grey, Gloss Black with diamond-cut face
BOLT PATTERNS: 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: FWD passenger cars, sport compact cars, CUV
WHEEL TYPE: One piece



212 Widow

DIAMETER: 17, 18, 20
FINISHES: Matte Black with Gloss Black inserts
BOLT PATTERNS: 5x100, 5x114.3, 5x115, 5x120
APPLICATIONS: FWD passenger cars, sport compact, CUV
WHEEL TYPE: One piece



418 Wraith

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Gloss Black with diamond-cut face
BOLT PATTERNS: 5x100, 5x105, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: FWD passenger cars, sport compact cars, CUV
WHEEL TYPE: One piece



419 Recluse

DIAMETER: 16, 17, 18, 20
FINISHES: Ultra V Finish Black PVD, Gloss Black with diamond-cut face
BOLT PATTERNS: 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: FWD passenger cars, sport compact cars
WHEEL TYPE: One piece



081 E-Twine

DIAMETER: 14, 15, 16, 17
FINISHES: Bright Silver, Chrome
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: FWD passenger cars, sport compact cars
WHEEL TYPE: One piece



204 Mantis

DIAMETER: 15, 16, 17, 18
FINISHES: Gloss Black with diamond-cut face
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: FWD passenger cars, sport compact cars, CUV
WHEEL TYPE: One piece



292 Saber

DIAMETER: 16, 17, 18
FINISHES: Gloss Black with diamond-cut accents
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: FWD passenger cars, sport compact cars, CUV
WHEEL TYPE: One piece

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Perfetto

DIAMETER: 17, 18, 20, 22, 24, 26, 28, 30
FINISHES: Black machined, chrome, Black machined edge, Silver, Bronze
BOLT PATTERNS: 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x135, 5x139.7, 6x114.3, 6x115, 6x132, 6x135, 6x139.7
WHEEL TYPE: One piece



Domani

DIAMETER: 18, 20, 22, 24
FINISHES: Black machined, chrome, Black, Black machined lips
BOLT PATTERNS: 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x135, 5x139.7, 6x135, 6x139.7
WHEEL TYPE: One piece



Fuso

DIAMETER: 19, 20, 22
FINISHES: Black machined, Black, Gunmetal
BOLT PATTERN: 5x112, 5x114.3, 5x115, 5x120, 5x120.7
WHEEL TYPE: One piece



Denaro

DIAMETER: 22, 24, 26
FINISHES: Black, machined, chrome
BOLT PATTERNS: 5x114.3, 5x115, 5x120, 5x127, 5x135, 5x139.7, 6x127, 6x135, 6x139.7
WHEEL TYPE: One piece



Malato

DIAMETER: 18, 20, 22
FINISHES: Black machined, chrome, Gold, Stealth Black, Gloss Black, Bronze
BOLT PATTERNS: 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



Stiletto

DIAMETER: 20, 22
FINISHES: Black machined, chrome, Stealth Black, Gloss Black
BOLT PATTERN: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



Magia

DIAMETER: 22, 24
FINISHES: Gloss Black machined, Stealth Black, Gloss Black, chrome
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x135, 5x139.7, 6x115, 6x127, 6x139.7
WHEEL TYPE: One piece



Moda

DIAMETER: 18, 20, 22
FINISHES: Black machined, chrome, Stealth Black
BOLT PATTERNS: 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7
WHEEL TYPE: One piece



Veleno

DIAMETER: 17, 18, 20, 22
FINISHES: Black machined, chrome, Black
BOLT PATTERN: 5x114.3
WHEEL TYPE: One piece

LIGHT

Up Your Life



In the past decade, we've seen it all. Spinners, clear wheels, custom finishes, floating wheels, and the list goes on. Yet as wheel companies battle to build the hype, we wait each year to feature the wild and the zany, and this year it's looking like Savini Wheels may have just lit up the competition.

The introduction of the company's new finish is sure to have you gleaming with envy. And while it's not for everyone, it will certainly be big news for those looking to stand out and make a statement. Savini Wheels' latest finish appears docile and standard during the day, but at night is when it comes to life. In association with Lumilor Lab, Savini Wheels teamed up to introduce an exclusive paint that illuminates when electricity is applied. Currently, the only colors available for this special paint are blue and green, but they're already in the works to expand the color palette.

Can this paint be applied to any of the wheels you carry or just select models?

To achieve this look, we use paint so you can apply it to any wheel in our lineup. You can also customize the pattern and dictate which parts light up.

What is the turnaround time to get this done?

From order to completion and delivery, it takes about six to eight weeks.

Which sizes will these wheels available in?

As of now, this optional coating will be available in our wheel lineup consisting of 19 through 22 inches, as well as 24 inches, 26 inches, 28 inches, 30 inches, 32 inches, and 34 inches.

I know this is still in the R&D phase, but how are you getting the power to the wheel?

Yes, we are currently in the R&D stage at the moment, but we do have one working and running model that is powered by a power pack and hub system, which will remain un-disclosed till its final release. By midsummer, we should have ironed out any kinks we might find while testing them out. All final details should be released by midsummer. **UWTF**

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DR-66

DIAMETER: 15, 17, 18
FINISHES: Flat Black full painted, Charcoal Gray full painted, Rally Bronze full painted, White full painted, Virtual chrome
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x114.3
WHEEL TYPE: One piece



DR-65

DIAMETER: 15
FINISHES: Gloss black machined face, Gold machined face, Silver machined face, Virtual chrome, White machined face
BOLT PATTERNS: 4x100
WHEEL TYPE: One piece



DR-64

DIAMETER: 20
FINISHES: Flat black full painted, Virtual chrome
BOLT PATTERNS: 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



DR-63

DIAMETER: 17, 18
FINISHES: Flat Black full painted, Gloss Black machined lip, Silver machined lip
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



DR-62

DIAMETER: 15, 16, 17, 18
FINISHES: Flat Black full painted, Gun Metal full painted
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



DR-60

DIAMETER: 18, 19, 20
FINISHES: Flat Black full painted, Flat Black machined face, Silver machined face
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



DR-58

DIAMETER: 16x8.25
FINISHES: Flat Black machined lip, Flat Black lip machined face, Gold machined lip, Silver machined lip
BOLT PATTERNS: 4x100, 4x114.3
WHEEL TYPE: One piece



DR-49

DIAMETER: 18
FINISHES: Flat Black full painted, Charcoal Gray full painted, Hyper Silver full painted
BOLT PATTERNS: 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



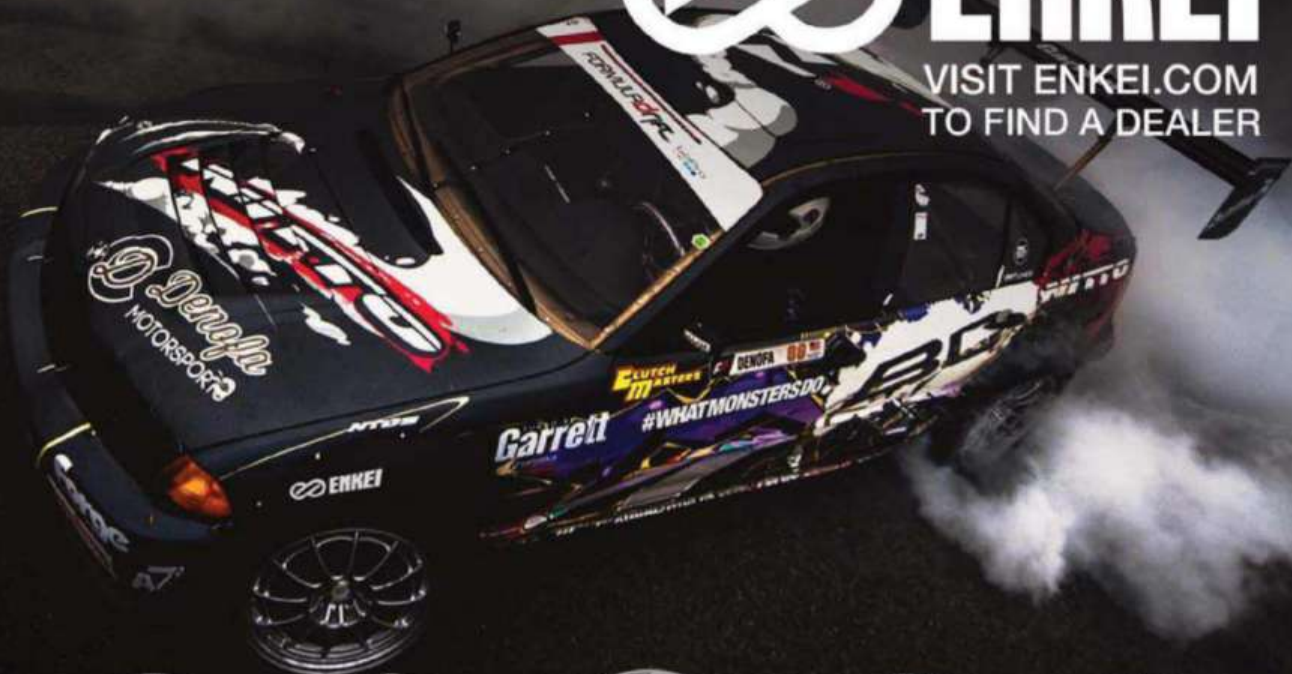
DR-54

DIAMETER: 15
FINISHES: Gloss Black machined lip, Gold machined lip
BOLT PATTERNS: 4x100, 4x114.3
WHEEL TYPE: One piece



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Performance Series

M52 - 15, 16, 17, 18
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SR6 - 15, 16, 17, 18
Performance Series

LUSO - 18, 20
Performance Series



GP5 16, 17, 18
Performance Series

EKM3 17, 18
Performance Series

RAZR 18, 20
Performance Series

ST6 17, 18, 20
Truck & SUV Series

M5 17, 18, 20
Truck & SUV Series



PF01 EVO

DIAMETER: 17, 18
FINISHES: SSK, Pearl White, Matte Black
BOLT PATTERNS: 5x112, 5x114.3, 5x120
APPLICATIONS: Import and domestic cars
WHEEL TYPE: One piece



TS9

DIAMETER: 17, 18
FINISHES: Platinum Gray, Matte Black, Matte Silver
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3
APPLICATIONS: Import and domestic cars
WHEEL TYPE: One piece



TX5

DIAMETER: 17, 18
FINISHES: Platinum Gray, Matte Black
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
APPLICATIONS: Import and domestic cars
WHEEL TYPE: One piece



YS5

DIAMETER: 15, 16, 17, 18
FINISHES: Matte Black, Hyper Black
BOLT PATTERNS: 4x100, 5x108, 5x110, 5x114.3, 5x120
APPLICATIONS: Import and domestic cars
WHEEL TYPE: One piece



PSR5

DIAMETER: 15, 16, 17, 18
FINISHES: Hyper Black, Matte Black
BOLT PATTERNS: 4x100, 5x100, 5x110, 5x114.3
APPLICATIONS: Import and domestic cars
WHEEL TYPE: One piece



CUV

DIAMETER: 16, 17, 18, 20
FINISHES: Black Machined, Matte Gray
BOLT PATTERNS: 5x100, 5x110, 5x114.3, 5x120
APPLICATIONS: Domestic and Import small SUV
WHEEL TYPE: One piece



TENJIN

DIAMETER: 17, 18
FINISHES: Black with machined lip, Gunmetal with machined lip
BOLT PATTERNS: 5x100, 5x112, 5x114.3, 5x120
APPLICATIONS: Import and domestic cars
WHEEL TYPE: One piece



SR6

DIAMETER: 15, 16, 17, 18
FINISHES: Matte Black, Matte Bronze, Gunmetal
BOLT PATTERNS: 4x100, 5x100, 5x114.3
APPLICATIONS: Import and domestic cars
WHEEL TYPE: One piece



VR5

DIAMETER: 15, 16, 17, 18
FINISHES: Hyper Black, Matte Black
BOLT PATTERNS: 4x100, 5x108, 5x110, 5x112, 5x114.3, 5x120
APPLICATIONS: Import and domestic cars
WHEEL TYPE: One piece

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442 F-15 NEW

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444 F-06

16x7, 17x7.5, 18x8

GLOSS BLACK W/ DIAMOND CUT FACE
SATIN BLACK

NEW

446 F-13

15x8, 16x7, 17x8, 18x8

GLOSS BLACK W/ DIAMOND CUT FACE
SATIN BLACK



NEW

422 F-007

15x6.5, 16x7, 17x8, 18x8

SATIN BLACK

425 F-03

16x7, 17x7.5, 18x8

SATIN BLACK

428 F-04

15x6.5, 16x7, 17x7.5, 18x8

SATIN BLACK

429 HIGH V

16x7, 17x8, 18x8

SLATE GREY W/ DIAMOND
CUT LIP, SATIN BLACK

430 F-07

16x7, 17x8, 18x8

GLOSS BLACK W/
DIAMOND CUT FACE



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422 F-007

DIAMETER: 15, 16, 17, 18
FINISHES: Gloss Black with milled accents, Satin Black
BOLT PATTERNS: 4x100, 4x108, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x120
APPLICATIONS: Sport compact cars, FWD passenger cars
WHEEL TYPE: One piece



442 F-15

DIAMETER: 16, 17, 18
FINISHES: Gloss Black with diamond-cut face, Satin Black
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Sport compact cars, FWD passenger cars
WHEEL TYPE: One piece



444 F-06

DIAMETER: 16, 17, 18
FINISHES: Gloss Black with diamond-cut face, Satin Black
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Sport compact cars, FWD passenger cars
WHEEL TYPE: One piece



446 F-13

DIAMETER: 15, 16, 17, 18
FINISHES: Satin Black, Gloss Black with diamond-cut face
BOLT PATTERNS: 4x100, 4x108, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Sport compact cars, FWD passenger cars
WHEEL TYPE: One piece



421 X

DIAMETER: 15, 16, 17, 18
FINISHES: Satin Black, Matte Black with Red lip stripe
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x108, 5x112, 5x114.3, 5x120
APPLICATIONS: Sport compact cars, FWD passenger cars
WHEEL TYPE: One piece



425 F-03

DIAMETER: 16, 17, 18
FINISHES: Satin Black with diamond-cut accents
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Sport compact cars, FWD passenger cars
WHEEL TYPE: One piece



428 F-04

DIAMETER: 15, 16, 17, 18
FINISHES: Satin Black
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Sport compact cars, FWD passenger cars
WHEEL TYPE: One piece



429 High V

DIAMETER: 16, 17, 18
FINISHES: Slate Grey with diamond-cut lip, Satin Black
BOLT PATTERNS: 5x100, 5x110, 5x112, 5x114.3, 5x120
APPLICATIONS: Sport compact cars, FWD passenger cars
WHEEL TYPE: One piece



430 F-07

DIAMETER: 16, 17, 18
FINISHES: Gloss Black with diamond-cut face
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115
APPLICATIONS: Sport compact cars, FWD passenger cars
WHEEL TYPE: One piece

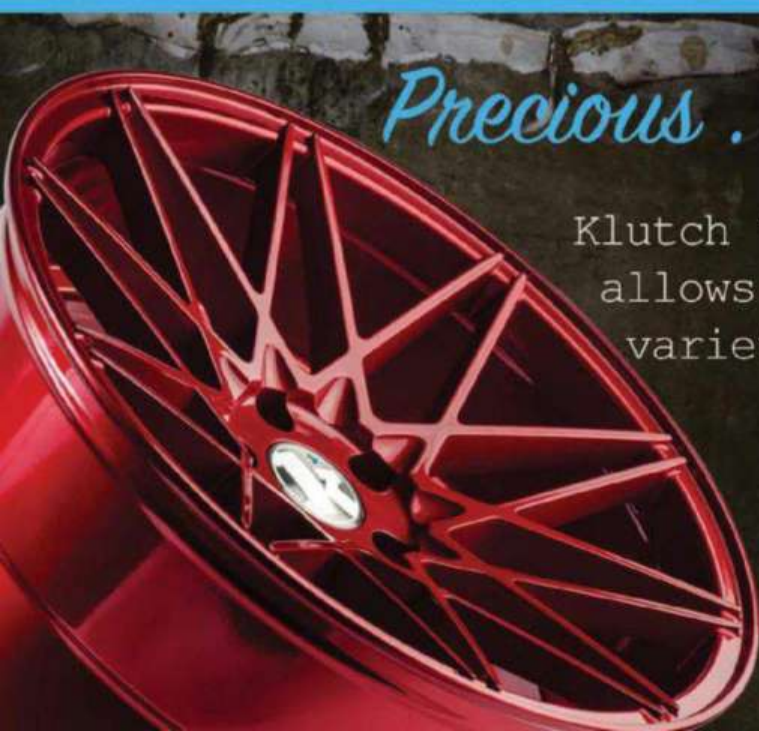
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KM20

DIAMETER: 19
FINISHES: Matte Bronze, Precious Coatings
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



KM20

DIAMETER: 19
FINISHES: Silver machined, Precious Coatings
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



SLC1

DIAMETER: 18
FINISHES: Silver, Precious Coatings
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



SL1

DIAMETER: 15, 16
FINISHES: Gold, Black, Silver, Precious Coatings
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x114.3
WHEEL TYPE: One piece



KM16

DIAMETER: 15, 16
FINISHES: Silver machined, Gunmetal machined, Precious Coatings
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x114.3
WHEEL TYPE: One piece



KM16

DIAMETER: 15, 16
FINISHES: Fusion Blue, Fusion Red, Precious Coatings
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x114.3
WHEEL TYPE: One piece



SL1

DIAMETER: 15, 16
FINISHES: Gold, Black, Bronze/Black, Precious Coatings
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x114.3
WHEEL TYPE: One piece



SL14

DIAMETER: 18
FINISHES: Silver machined, Matte Black, Precious Coatings
BOLT PATTERNS: 5x100, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



SL5

DIAMETER: 18
FINISHES: Silver machined chrome lip, Matte Black Gloss Bronze lip, Precious Coatings
BOLT PATTERNS: 5x100, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece

#KÖNIG WHEELS



INTEGRAM

18x9 ET27

Flow Formed



Matte Graphite

Matte Black

17 x 8, 17 x 9, 18 x 8, 18 x 9, 18 x 10, 19 x 8.5, 19 x 9.5 - *Low Offsets Available*

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Formed



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Low Offsets Available

Centigram

Flow Formed

19"

Widths up to 10.5"
Low Offsets Available
Additional Finishes Available

Milligram

Flow Formed

18"

Widths up to 10"
Low Offsets Available
Additional Finishes Available

Helix

Flow Formed

15"

Widths up to 9"
Low Offsets Available
Additional Finishes Available



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Interform

DIAMETER: 18, 19, 20
FINISHES: Graphite with machined face
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120
APPLICATIONS: Flow formed; applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications available
WHEEL TYPE: One piece



Tweak'd

DIAMETER: 15, 16, 17, 18
FINISHES: Gloss Black with Red stripe and Silver with full machine face
BOLT PATTERNS: 4x100, 5x100, 5x108, 5x112, 5x114.3
APPLICATIONS: Applications for most popular passenger vehicles; special 15x8 4x100 fitment available
WHEEL TYPE: One piece



Tweak'd

DIAMETER: 15, 16, 17, 18
FINISHES: Silver with full machine face and Black with Red stripe
BOLT PATTERNS: 4x100, 5x100, 5x108, 5x112, 5x114.3
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Runlite

DIAMETER: 16, 17, 18
FINISHES: Gold, Matte Grey, and Matte Black
BOLT PATTERNS: 4x100, 5x100, 5x108, 5x112, 5x114.3
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Runlite

DIAMETER: 16, 17, 18
FINISHES: Matte Black, Gold, and Matte Grey
BOLT PATTERNS: 4x100, 5x100, 5x108, 5x112, 5x114.3
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Runlite

DIAMETER: 16, 17, 18
FINISHES: Matte Grey, Black, and Gold
BOLT PATTERNS: 4x100, 5x100, 5x108, 5x112, 5x114.3
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Helix

DIAMETER: 15
FINISHES: Red (shown), Matte Black, Silver
BOLT PATTERNS: 4x100
APPLICATIONS: Flow formed; applications for 4x100 only; available in 15x7, 15x8, and 15x9. Extremely lightweight.
WHEEL TYPE: One piece



Dial In

DIAMETER: 15
FINISHES: Matte Grey (shown), Gloss Gold, Gloss Black, Gloss White
BOLT PATTERNS: 4x100
APPLICATIONS: Flow formed; applications for 4x100 only; available in 15x7, 15x8, and 15x9. Extremely lightweight.
WHEEL TYPE: One piece



Integram

DIAMETER: 17, 18, 19
FINISHES: Matte Black (shown), Matte Graphite
BOLT PATTERNS: 5x100, 5x114.3, 5x120
APPLICATIONS: Flow formed; applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications; special fitments for EVO/350Z
WHEEL TYPE: One piece

#KÖNIG WHEELS



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MATTE BLACK WITH MACHINED UNDERCUT

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14"	15"	16"	17"	18"
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

Matte Graphite / Full Machine
16x7.5, 17x8, 18x8

Inception 

Graphite / Full Machine
16x7.5, 17x8, 18x8

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Control

DIAMETER: 14, 15, 16, 17, 18
FINISHES: Silver (shown), Black
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Oversteer

DIAMETER: 16, 17, 18, 19, 20
FINISHES: Opel (shown), Gloss Black, Gloss White
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
APPLICATIONS: Applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications; special 18x9 et22 fitments for EVO/250Z
WHEEL TYPE: One piece



Centigram

DIAMETER: 19
FINISHES: Matte Black with machined PCO, Gold with machined PCO (shown)
BOLT PATTERNS: 5x114.3
APPLICATIONS: Flow formed, applications for front-wheel drive, rear-wheel drive, rear-wheel drive, and staggered applications
WHEEL TYPE: One piece



Milligram

DIAMETER: 18
FINISHES: Matte Black with machined undercut (shown), Gold with machined undercut
BOLT PATTERNS: 5x114.3
APPLICATIONS: Flow formed, applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications
WHEEL TYPE: One piece



Torch

DIAMETER: 17, 18, 19
FINISHES: Silver with ball-cut, machined accents (shown), Matte Black with ball-cut, machined accents
BOLT PATTERNS: 4x100, 5x100, 5x114.3
APPLICATIONS: Applications for front-wheel drive, rear-wheel drive, all-wheel drive, and staggered applications
WHEEL TYPE: One piece



Backbone

DIAMETER: 15, 16, 17, 18
FINISHES: Matte Black
BOLT PATTERNS: 4x100, 5x100, 5x114.3
APPLICATIONS: Applications for most popular applications
WHEEL TYPE: One piece



Deception

DIAMETER: 17, 18
FINISHES: Matte Black ball-cut, machined spokes
BOLT PATTERNS: 4x100, 5x100, 5x114.3, 5x120
APPLICATIONS: Applications for front-wheel drive, rear-wheel drive, all-wheel drive; special application for EVO IN 18x9
WHEEL TYPE: One piece



Illusion

DIAMETER: 15, 17, 18, 19
FINISHES: Gloss Black with ball-cut, Blue spokes (shown), Gloss Black with ball-cut, Red spokes
BOLT PATTERNS: 4x100, 5x100, 5x110, 5x112, 5x114.3
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Z-In

DIAMETER: 14, 15, 16, 17, 18
FINISHES: Matte Black with machined face and red undercut
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115
APPLICATIONS: Applications for most popular passenger vehicles; special fitments for EVO/STI 18x9.5 ET 25/45
WHEEL TYPE: One piece

MAXXIM



Maze

Silver w/ Machine Face, Gloss Black w/ Red Stripe
15x6.5, 16x7, 17x7



Winner

Silver
14x6, 15x6.5, 16x7, 17x7, 18x8

Chance

Gloss Black w/ Machine Face & Lip
15x6.5, 16x7, 17x7



Champion

DIAMETER: 15, 16, 17
FINISHES: Black with machined lip
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Winner

DIAMETER: 14, 15, 16, 17, 18
FINISHES: Silver
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x114.3, 5x115
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Maze

DIAMETER: 15, 16, 17, 18
FINISHES: Black with red stripe and Silver with machine face
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Chance

DIAMETER: 15, 16, 17
FINISHES: Gloss Black with machine lip and face
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x112, 5x114.3, 5x115
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Allegro

DIAMETER: 16, 17, 18
FINISHES: Graphite with machined face
BOLT PATTERNS: 4x100, 4x108, 5x100, 5x102, 5x114.3, 5x120
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Maze

DIAMETER: 15, 16, 17, 18
FINISHES: Black with red stripe and full Silver machined face
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Ferris

DIAMETER: 15, 16, 17, 18
FINISHES: Gloss Black with machine face
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x114.3, 5x115
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Knight

DIAMETER: 15, 16, 17, 18
FINISHES: Gloss Black with machine lip
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x114.3, 5x115
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece



Air

DIAMETER: 15
FINISHES: Matte Black (shown), Graphite with machine face
BOLT PATTERNS: 4x100
APPLICATIONS: Applications for most popular passenger vehicles
WHEEL TYPE: One piece

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Alpina

DIAMETER: 15, 16, 17, 18
FINISHES: Black machined
BOLT PATTERNS: 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Sport compact, import tuner, and European passenger cars
WHEEL TYPE: One piece



Alpina

DIAMETER: 15, 16, 17, 18
FINISHES: Charcoal machined
BOLT PATTERNS: 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Sport compact, import tuner, and European passenger cars
WHEEL TYPE: One piece



14

DIAMETER: 15, 16, 17
FINISHES: Matte Black
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115
APPLICATIONS: Sport compact, import tuner, and European passenger cars
WHEEL TYPE: One piece



Battle

DIAMETER: 17, 18
FINISHES: Matte Bronze and Matte Black
BOLT PATTERNS: 5x114.3
APPLICATIONS: Import tuner
WHEEL TYPE: One piece



Battle

DIAMETER: 17, 18
FINISHES: Matte Gunmetal
BOLT PATTERNS: 5x114.3
APPLICATIONS: Import tuner
WHEEL TYPE: One piece



14

DIAMETER: 15, 16, 17
FINISHES: Silver
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x115
APPLICATIONS: Sport compact, import tuner, and European passenger cars
WHEEL TYPE: One piece



Lovan

DIAMETER: 15, 16, 17, 18
FINISHES: Black machined
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x114.3, 5x115
APPLICATIONS: Domestic, sport compact, import tuner and European passenger cars
WHEEL TYPE: One piece



Interline

DIAMETER: 15, 16, 17, 18
FINISHES: Gunmetal machined
BOLT PATTERNS: 4x100, 5x114.3
APPLICATIONS: Sport compact and import tuner passenger cars
WHEEL TYPE: One piece



Icon

DIAMETER: 15, 16, 17, 18
FINISHES: Gloss Black machined
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x114.3, 5x115
APPLICATIONS: Sport compact, import tuner and European passenger cars
WHEEL TYPE: One piece



Old School

DIAMETER: 15, 17, 18, 20
FINISHES: Gunmetal machined and chrome
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127
APPLICATIONS: Domestic muscle, hot rod and truck
WHEEL TYPE: One piece



Mesh X

DIAMETER: 14, 15, 16, 17
FINISHES: Silver machined
BOLT PATTERNS: 4x100, 5x100, 5x114.3
APPLICATIONS: Sport compact and import tuner passenger cars
WHEEL TYPE: One piece



Turbo

DIAMETER: 15, 16, 17, 18
FINISHES: Gloss Black machined
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x114.3, 5x115
APPLICATIONS: Sport compact, import tuner, and European passenger cars
WHEEL TYPE: One piece



Sprite

DIAMETER: 14, 15, 16, 17
FINISHES: Silver machined
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x108, 5x114.3, 5x115
APPLICATIONS: Sport compact, import tuner, and European passenger cars
WHEEL TYPE: One piece



Weapon

DIAMETER: 15, 16, 17, 18
FINISHES: Gunmetal
BOLT PATTERNS: 4x100, 5x100, 5x114.3
APPLICATIONS: Sport compact and import tuner passenger cars
WHEEL TYPE: One piece



Weapon

DIAMETER: 15, 17, 18
FINISHES: Bronze
BOLT PATTERNS: 4x100, 5x100, 5x114.3
APPLICATIONS: Sport compact and import tuner passenger cars
WHEEL TYPE: One piece



Vector

DIAMETER: 14, 15, 16, 17, 18
FINISHES: Anthracite machined
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x110, 5x112, 5x114.3, 5x115
APPLICATIONS: Sport compact, import tuner, and European passenger cars
WHEEL TYPE: One piece



Twist

DIAMETER: 14, 15, 16, 17, 18
FINISHES: Gunmetal machined
BOLT PATTERNS: 4x100, 5x114.3
APPLICATIONS: Sport compact and import tuner passenger cars
WHEEL TYPE: One piece



Chaos 5

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Matte Black machined
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127, 5x135, 5x139.7, 5x150
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Chaos 5

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Silver machined
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127, 5x135, 5x139.7, 5x150
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Chaos 5

DIAMETER: 17, 18, 20
FINISHES: Chrome
BOLT PATTERNS: 5x127, 5x139.7, 5x150
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Chaos 6

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Matte Black machined
BOLT PATTERNS: 6x114.3, 6x135, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Chaos 6

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Silver machined
BOLT PATTERNS: 6x114.3, 6x135, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Chaos 6

DIAMETER: 16, 17, 18, 20
FINISHES: Chrome
BOLT PATTERNS: 6x135, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Chaos 8

DIAMETER: 16, 17
FINISHES: Matte Black machined
BOLT PATTERNS: 8x165.1, 8x170
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Chaos 8

DIAMETER: 16, 17
FINISHES: Silver machined
BOLT PATTERNS: 8x165.1, 8x170
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece

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R5

DIAMETER: 14, 15, 16, 17

FINISHES: Silver

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



R5

DIAMETER: 14, 15, 16, 17

FINISHES: Matte Black

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



R10

DIAMETER: 15, 16, 17

FINISHES: Silver

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



R20

DIAMETER: 15, 16, 17, 18

FINISHES: Matte Black

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



R20

DIAMETER: 15, 16, 17, 18

FINISHES: Silver

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



R10

DIAMETER: 15, 16, 17

FINISHES: Matte Black

BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x110, 5x114.3, 5x115

APPLICATIONS: Domestic and import passenger vehicles

WHEEL TYPE: One piece



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Grip

DIAMETER: 16
FINISHES: Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished
BOLT PATTERNS: 4x100
WHEEL TYPE: One piece



Kensei

DIAMETER: 15, 18
FINISHES: Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished
BOLT PATTERNS: 4x100, 4x108, 4x110, 4x114.3, 5x100, 5x114.3
WHEEL TYPE: One piece



P1R

DIAMETER: 18
FINISHES: Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Recce

DIAMETER: 17
FINISHES: Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished
BOLT PATTERNS: 5x100, 5x108, 5x114.3
WHEEL TYPE: One piece



MXR

DIAMETER: 18
FINISHES: Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Roku

DIAMETER: 18
FINISHES: Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished
BOLT PATTERNS: 5x100, 5x108, 5x114.3
WHEEL TYPE: One piece



Titan

DIAMETER: 17, 18
FINISHES: Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished
BOLT PATTERNS: 5x100, 5x108, 5x114.3
WHEEL TYPE: One piece



Wired

DIAMETER: 15
FINISHES: Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished
BOLT PATTERNS: 4x100, 4x108, 4x110, 4x114.3
WHEEL TYPE: One piece



X04

DIAMETER: 15
FINISHES: Black, Bronze, Gold, Gunmetal, Red, Silver, White Pink, Hyper Black, Tilt Blue, Polished
BOLT PATTERNS: 4x100, 4x114.3
WHEEL TYPE: One piece

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BM13

DIAMETER: 19, 20, 22

FINISHES: Brushed Silver, Machined Black, Matte Black, Brushed Double Dark Tint, Brushed Gold, Brushed Teal, Brushed Red, and custom options

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

WHEEL TYPE: One piece



BM12

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Teal, Brushed Gold, Brushed Double Dark Tint, and custom options

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

WHEEL TYPE: One piece



BM11

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Bronze, Brushed Gold, Brushed Double Dark Tint, and custom options

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

WHEEL TYPE: One piece



BM13

DIAMETER: 19, 20, 22

FINISHES: Brushed Silver, Machined Black, Matte Black, Brushed Double Dark Tint, Brushed Gold, Brushed Teal, Brushed Red, and custom options

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

WHEEL TYPE: One piece



BM12

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Teal, Brushed Gold, Brushed Double Dark Tint, and custom options

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

WHEEL TYPE: One piece



BM11

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Bronze, Brushed Gold, Brushed Double Dark Tint, and custom options

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

WHEEL TYPE: One piece



BM13

DIAMETER: 19, 20, 22

FINISHES: Brushed Silver, Machined Black, Matte Black, Brushed Double Dark Tint, Brushed Gold, Brushed Teal, Brushed Red, and custom options

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

WHEEL TYPE: One piece



BM12

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Machined Black, Brushed Silver, Brushed Red, Brushed Teal, Brushed Gold, Brushed Double Dark Tint, and custom options

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

WHEEL TYPE: One piece



BM11

DIAMETER: 19, 20, 22

FINISHES: Brushed Silver, Machined Black, Matte Black, Brushed Double Dark Tint, Brushed Gold, Brushed Bronze, Brushed Red, and custom options

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x127, 5x130

APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance

WHEEL TYPE: One piece



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ANDROS R9

DIAMETER: 17, 18
FINISHES: Machined with Light Grey accent
BOLT PATTERNS: 5x112, 5x114.3
WHEEL TYPE: One piece



ASA GT12

DIAMETER: 17, 18
FINISHES: Machined with Anthracite accent, Titanium Gunmetal
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3
WHEEL TYPE: One piece



Axis Sport XM

DIAMETER: 17, 18
FINISHES: Black painted, Matte Silver painted, Matte Graphite Silver
BOLT PATTERNS: 5x100, 5x112, 5x114.3
WHEEL TYPE: One piece



Enkei Performance Series YS5

DIAMETER: 15, 16, 17, 18
FINISHES: Gunmetal painted, Hyper Black, Black painted
BOLT PATTERNS: 4x100, 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Enkei Tuning Series TS9

DIAMETER: 17, 18
FINISHES: Platinum Grey, Matte Silver painted, Black painted
BOLT PATTERNS: 5x100, 5x108, 5x110, 5x112, 5x114.3
WHEEL TYPE: One piece



Enkei Tuning Series TX5

DIAMETER: 17, 18
FINISHES: Black painted, Platinum Grey
BOLT PATTERNS: 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Kosei K8R

DIAMETER: 15, 17
FINISHES: Light Grey painted, Silver painted
BOLT PATTERNS: 4x100, 4x108, 5x100, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



MSW Type 27

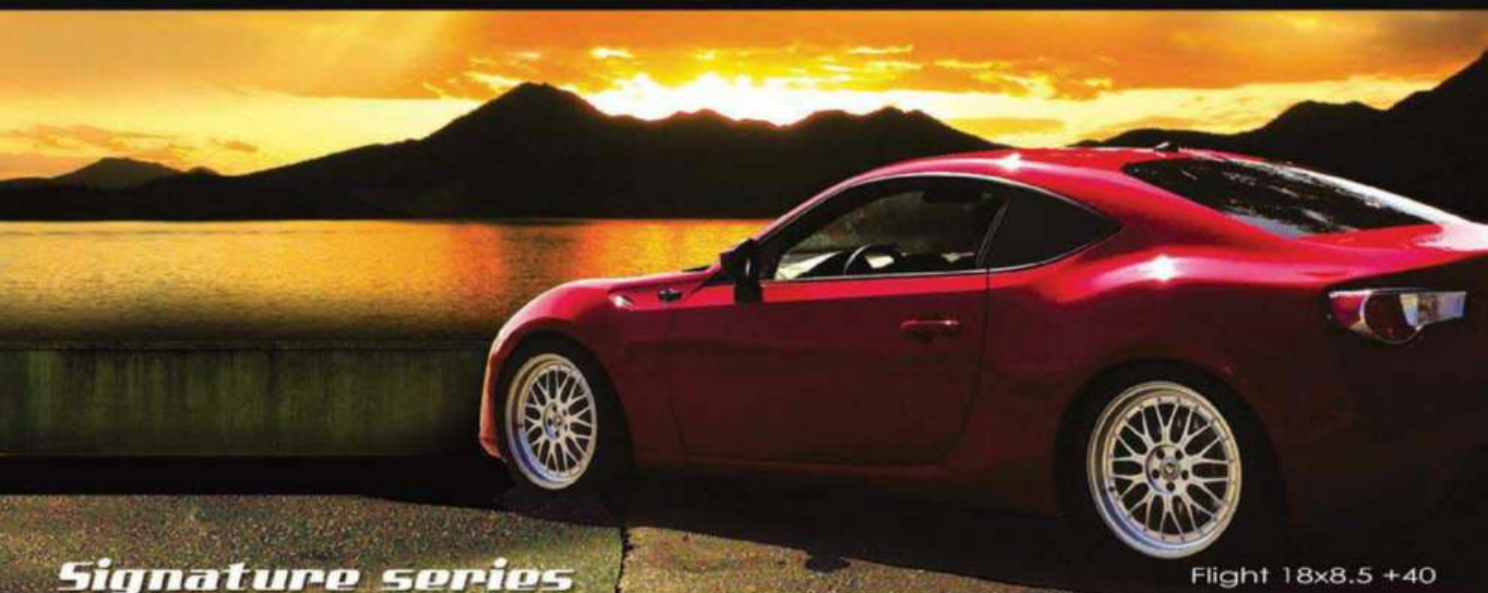
DIAMETER: 17, 18
FINISHES: Machined with Black accent, Black painted
BOLT PATTERNS: 5x100, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Sparco Assetto Gara

DIAMETER: 14, 15, 16, 17, 18
FINISHES: White painted, Matte Graphite Silver, Red, Orange, Green, Black, Bronze, Gold, Fuchsia, Purple
BOLT PATTERNS: 4x100, 4x108, 5x100, 5x105, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece

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Apex

DIAMETER: 15, 16, 17, 18
FINISHES: Hyper Silver
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import/domestic
WHEEL TYPE: One piece



Spira

DIAMETER: 15, 16, 17, 18
FINISHES: Silver
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import/domestic
WHEEL TYPE: One piece



Spin

DIAMETER: 18
FINISHES: Silver
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import/domestic
WHEEL TYPE: One piece



Boulder

DIAMETER: 17, 18
FINISHES: Hyper Silver
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x114.3, 6x132, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Import/domestic SUV/truck
WHEEL TYPE: One piece



Ravine

DIAMETER: 17, 18
FINISHES: Hyper Silver
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Import/domestic truck/SUV
WHEEL TYPE: One piece



Neptune

DIAMETER: 17
FINISHES: Hyper Silver
BOLT PATTERNS: 5x100, 5x110, 5x112, 5x114.3, 5x120
APPLICATIONS: Import/domestic
WHEEL TYPE: One piece



Spyder

DIAMETER: 16, 17
FINISHES: Hyper Silver
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import/domestic
WHEEL TYPE: One piece



Borzo

DIAMETER: 17
FINISHES: Hyper Silver
BOLT PATTERNS: 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x120
APPLICATIONS: Import/domestic
WHEEL TYPE: One piece



Momentum

DIAMETER: 15, 16, 17, 18
FINISHES: Hyper Silver
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115
APPLICATIONS: Import/domestic
WHEEL TYPE: One piece

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DY37C

DIAMETER: 18
FINISHES: Machined face/stainless step lip
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x130
APPLICATIONS: Import and domestic vehicles
WHEEL TYPE: One piece



DY37C

DIAMETER: 18
FINISHES: Matte black with stainless step lip
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65
APPLICATIONS: Import and domestic
WHEEL TYPE: One piece



Champion

DIAMETER: 18
FINISHES: Silver/stainless step lip
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import and domestic
WHEEL TYPE: One piece



Champion

DIAMETER: 18
FINISHES: Bronze/stainless step lip
BOLT PATTERNS: 5x100, 5x114.3
APPLICATIONS: Most imports
WHEEL TYPE: One piece



D12C

DIAMETER: 18
FINISHES: Black with machined accents
BOLT PATTERNS: 5x100, 5x114.3
APPLICATIONS: Imports
WHEEL TYPE: One piece



D12C

DIAMETER: 18
FINISHES: Gunmetal ball cut finish
BOLT PATTERNS: 5x100, 5x114.3
APPLICATIONS: Imports
WHEEL TYPE: One piece



D5C

DIAMETER: 18
FINISHES: Matte Black/stainless step lip
BOLT PATTERNS: 5x100, 5x114.3
APPLICATIONS: Import and domestic
WHEEL TYPE: One piece



D5C

DIAMETER: 18
FINISHES: Matte Black/Gloss Gunmetal lip
BOLT PATTERNS: 5x100, 5x114.3
APPLICATIONS: Import
WHEEL TYPE: One piece



D77C

DIAMETER: 20
FINISHES: Black with CNC accents/stainless lip
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import and domestic
WHEEL TYPE: One piece

INVICT



TUS-Z

The evolution continues

Lexani has long been known for introducing radical new wheels, and this time around the company just released a new wheel called the Invictus-Z. This new wheel employs an array of trendsetting stand-alone characteristics that take personalized customization, extreme big brake clearance, and deep lip allure on a jaw-dropping journey. It's skillfully designed and engineered to achieve massive brake caliper and rotor clearance yet still perfectly fit today's extraordinarily high offset sport and luxury vehicles as only Lexani can do. Formulated from lightweight aluminum alloy, these length, tipped, concave, spoked stunners act as eye magnets perched in front of cavernous 5-inch-deep outer rim lips.

Traditionally, Lexani innovation has always been on the forefront when it comes to custom wheel design and styling. Leading the way once again, Lexani launches its revolutionary new Invictus-Z with removable accent spoke tips. Each spoke accent tip can be removed, allowing individual enthusiasts to apply custom colors in combinations as they see fit. It's a fully customizable wheel with plenty of options, so give them a call or visit them online at lexani.com. **UW TG**



TRUE TO FORM

Rotiform launches new wheel styles and shares its suggested mild-to-wild fitments for your Audi.

A wheel isn't just a wheel. It's an extension of your personality, style, and pocketbook. Much like a Rolex doesn't compare to a Timex, wheels are a fashion statement that can make or break your car. Ask any purist who's truly into the wheel game and they'll tell you firsthand that there really is a difference.

Rotiform has long been making noise and creating waves, but now the company is back with some new styles that are sure to please. Remember, wheels are much more than just tire holders. They're the one mod on your car that gives it character and connection and the only mod to evoke emotion and attitude. For us to explain these new wheels by Rotiform would be an absolute waste of time, so enjoy the visuals and see which styles best suit your taste. **UWTG**





TRUE TO FORM

Model Line	Chassis	Years	Body Type	Bolt Pattern	OEM Lug Pattern	Center Bore	Semi-Aggressive Width and ET F/R	Aggressive Width and ET F/R
A3	8P	2003-2013	five-door hatch	5x112 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et45/18 x 8.5" et45	19 x 8.5" et45/19 x 8.5" et43
	8V	2014-current	sedan	5x112 mm	14 mm x 1.5	57.1 mm	19 x 8.5" et45/19 x 8.5" et45	19 x 9.0" et39/19 x 9.0" et39
A4/S4	B5	1997-2001	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et35/18 x 8.5" et35	19 x 9.0" et38/19 x 9.5" et38
	B6/B7	2002-2008	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et35/18 x 8.5" et35	19 x 9" et35/19 x 10" et 38
	B8	2009-current	sedan/wagon	5x112 mm	14 mm x 1.5	66.56 mm	20 x 9.5" et38/20 x 9.5" et38	20 x 10" et35/20 x 11" et40
RS4	B7	2006-2008	sedan	5x112 mm	14 mm x 1.5	57.1 mm	19 x 10" et29/19 x 10" et29	19 x 10" et25/19 x 11" et29
A6/S6	C5 A6	1997-2004	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et35/18 x 8.5" et35	19 x 9.0" et38/19 x 9.5" et38
	C5 S6/RS6	1999-2003	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	19 x 10" et35/19 x 10" et35	19 x 10" et30/19 x 11" et30
	C6 A6	2004-2011	sedan/wagon	5x112 mm	14 mm x 1.5	57.1 mm	19 x 8.5" et45/19 x 8.5" et45	20 x 9 et40/20 x 9 et40
TT	C7	2012-current	sedan	5x112 mm	14 mm x 1.5	66.56 mm	20 x 8.5" et35/20 x 8.5" et35	20 x 10" et35/20 x 10" et35
	8N	2000-2006	two-door coupe	5x100 mm	14 mm x 1.5	57.1 mm	18 x 8.5" et30/18 x 8.5" et30	18 x 8.5" et30/18 x 9.5" et35
	8J	2006-current	two-door coupe	5x112 mm	14 mm x 1.5	57.1 mm	19 x 8.5" et45/19 x 8.5" et45	19 x 9.0" et38/19 x 9.5" et38
A5/S5	8T	2007-current	two-door coupe	5x112 mm	14 mm x 1.5	66.56 mm	20 x 9" et30/20 x 9" et30	20 x 10" et35/20 x 11" et38
A7/S7	C7	2012-current	sedan	5x112 mm	14 mm x 1.5	66.56 mm	20 x 8.5" et35/20 x 8.5" et35	20 x 10" et30/20 x 10" et30
A8	D2	1994-2002	four-door sedan	5x112 mm	14 mm x 1.5	57.1 mm	19 x 8.5" et35/19 x 8.5" et35	19 x 10" et35/19 x 10" et30
	D3	2003-2009	four-door sedan	5x112 mm	14 mm x 1.5	57.1 mm	20 x 9" et40/20 x 9" et40	21 x 10.5" et38/21 x 10.5" et38
R8	Type42	2006-current	two-door coupe	5x112 mm	14 mm x 1.5	57.1 mm	20 x 9" et46/20 x 11" et45	20 x 9.5" et48/20 x 11.5" et48
Q5	8R	2006-current	Small SUV	5x112 mm	14 mm x 1.5	66.56 mm	20 x 9" et32/20 x 9" et32	21 x 10.5" et28/21 x 10.5" et28
Q7	4L	2005-current	SUV	5x130 mm	14 mm x 1.5	71.6 mm	21 x 10.5" et52/21 x 10.5" et52	24 x 10.5" et50/24 x 10.5" et50





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CH-R II

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FI-R

DIAMETER: 19, 20
FINISHES: Platinum Silver, Satin Black, Ceramic Polish (Select Custom)
BOLT PATTERNS: 5x130, 5x120 in summer 2015)
APPLICATIONS: Porsche, (BMW in summer 2015)
WHEEL TYPE: One piece forged



CI-R

DIAMETER: 20
FINISHES: Platinum Silver
BOLT PATTERNS: 5x112, 5x114.3, 5x120
APPLICATIONS: Audi, BMW, Chevy, Camaro, Honda, Hyundai, Kia, Lexus, Mazda, Mercedes, Nissan, Tesla, Toyota, Volkswagen
WHEEL TYPE: One piece flow formed



CH-R II

DIAMETER: 21
FINISHES: Satin Black, Platinum
BOLT PATTERNS: 5x112, 5x120, 5x130
APPLICATIONS: Audi, BMW, Chevy, Camaro, Mercedes, Porsche, Tesla, Volkswagen
WHEEL TYPE: Two piece flow formed



CH-R

DIAMETER: 18, 19, 20
FINISHES: Silver, Titanium, Satin Black
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x130
APPLICATIONS: Audi, BMW, Cadillac CTS, Camaro, Chrysler, Ford, Honda, Hyundai, Jaguar, Kia, Lexus, Mazda, Mercedes, Mitsubishi, Nissan, Porsche, Suzuki, Toyota, Volkswagen, Volvo
WHEEL TYPE: One piece flow formed



SR

DIAMETER: 16, 17, 18, 19
FINISHES: Volcano Grey with diamond-cut face, Satin Himalaya Grey
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x130
APPLICATIONS: Audi, BMW, Chevrolet, Ford, Honda, Hyundai, Kia, Land Rover, Lexus, Mazda, Mercedes, Mini, Mitsubishi, Nissan, Porsche, Suzuki, Toyota, Volkswagen, Volvo
WHEEL TYPE: One piece



LM

DIAMETER: 17, 18, 19, 20
FINISHES: Silver Center with diamond-cut outer rim, Diamond Black center with diamond-cut outer rim
BOLT PATTERNS: 4x100, 5x108, 5x112, 5x114.3, 5x120, 5x130
APPLICATIONS: Acura, Audi, BMW, Honda, Infinity, Lexus, Mazda, Mercedes, Porsche, Toyota, Volkswagen
WHEEL TYPE: Two piece forged



XA

DIAMETER: 18, 19, 20
FINISHES: Platinum, Black with machined face
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120
APPLICATIONS: Audi, BMW, Ford, Honda, Hyundai, Jaguar, Kia, Land Rover, Lexus, Mazda, Mercedes, Nissan, Seat, Suzuki, Toyota, Volkswagen
WHEEL TYPE: One piece



SV

DIAMETER: 19, 20, 22
FINISHES: Titanium, Black with diamond-cut face
BOLT PATTERNS: 5x108, 5x112, 5x120, 5x130
APPLICATIONS: Audi Q7, BMW X3, X5, X5M, X6, Land Rover Evoque, Mercedes ML, GL, GLK, Volkswagen
WHEEL TYPE: One piece flow formed



RD-Truck

DIAMETER: 20, 22
FINISHES: Silver with polished lip
BOLT PATTERNS: 6x139.7
APPLICATIONS: Chevy trucks, GMC trucks, Nissan Armada
WHEEL TYPE: One piece

B FORGED

MODULAR PERFORMANCE WHEELS



3

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- Personalize & Make a Statement From our Extensive Palette of Options

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1. Contoured Face
2. Contoured Face Extreme
3. Concave Shallow
4. Concave Shallow Extreme
5. Concave Deep
6. Concave Deep Extreme

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530

DIAMETER: 18, 19, 20, 21, 22

FINISHES: Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit bforgedwheels.com for the latest.

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

APPLICATIONS: Luxury performance, modern muscle, classic muscle, pro touring

WHEEL TYPE: Three piece



600

DIAMETER: 18, 19, 20, 21, 22, 24, 26

FINISHES: Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit bforgedwheels.com for the latest.

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

APPLICATIONS: Luxury/exotic, modern muscle, classic muscle, pro touring

WHEEL TYPE: Three piece



180

DIAMETER: 18, 19, 20, 21, 22

FINISHES: Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit bforgedwheels.com for the latest.

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

APPLICATIONS: Luxury/exotic, modern muscle, classic muscle, pro touring

WHEEL TYPE: Three piece



200

DIAMETER: 18, 19, 20, 21, 22, 23, 24, 26

FINISHES: Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit bforgedwheels.com for the latest.

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

APPLICATIONS: Luxury/exotic, modern muscle, classic muscle, pro touring

WHEEL TYPE: Three piece



266

DIAMETER: 18, 19, 20, 21, 22

FINISHES: Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit bforgedwheels.com for the latest.

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

APPLICATIONS: Luxury/exotic, modern muscle, classic muscle, pro touring

WHEEL TYPE: Three piece



570

DIAMETER: 18, 19, 20, 21, 22, 23, 24, 26

FINISHES: Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit bforgedwheels.com for the latest.

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

APPLICATIONS: Luxury/exotic, modern muscle, classic muscle, pro touring

WHEEL TYPE: Three piece



650

DIAMETER: 18, 19, 20, 21, 22

FINISHES: Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit bforgedwheels.com for the latest.

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

APPLICATIONS: Luxury/exotic, modern muscle, classic muscle, pro touring

WHEEL TYPE: Three piece



500

DIAMETER: 18, 19, 20, 21, 22, 23, 24, 26

FINISHES: Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit bforgedwheels.com for the latest.

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

APPLICATIONS: Luxury/exotic, modern muscle, classic muscle, pro touring

WHEEL TYPE: Three piece



710

DIAMETER: 18, 19, 20, 21, 22

FINISHES: Available in a variety of powdercoated gloss finishes, matte finishes, and brushed clears as well as polished and chrome plated. Visit bforgedwheels.com for the latest.

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65

APPLICATIONS: Luxury/exotic, modern muscle, classic muscle, pro touring

WHEEL TYPE: Three piece





BD-3

DIAMETER: 19, 20, 22

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



BD-8

DIAMETER: 20, 22

FINISHES: Silver with polished face/Matte Black with gloss-black lip

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



BD-9

DIAMETER: 22, 24

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face/Full Black, Black with machined

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



BD-3

DIAMETER: 19, 20, 22

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



BD-8

DIAMETER: 20, 22

FINISHES: Silver with polished face/Matte Black with gloss-black lip

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



BD-9

DIAMETER: 22, 24

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face/Full Black, Black with machined

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



BD-1

DIAMETER: 20, 22

FINISHES: Matte Graphite/Matte Graphite with machined face/Silver with polished face/Semi-Matte Black

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



BD-2

DIAMETER: 20, 22

FINISHES: Matte Graphite with machined face/Matte Graphite/Matte Black with machined face/Silver with polished face

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece



BD-6

DIAMETER: 20, 22

FINISHES: Matte Graphite with machined face/Semi-Matte Black/Silver with polished face/Matte Graphite

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127

APPLICATIONS: Cars, luxury cars, sports cars

WHEEL TYPE: One piece

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CS-10

DIAMETER: 20

FINISHES: Matte Gunmetal chrome lip, Matte Silver machined chrome lip, Matte Black machined Gloss Black lip

BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120

WHEEL TYPE: One piece



CS-20

DIAMETER: 20

FINISHES: Silver machined chrome lip

BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120

WHEEL TYPE: One piece



CS-16

DIAMETER: 19, 20

FINISHES: Silver machined chrome lip, Gunmetal chrome lip

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120

WHEEL TYPE: One piece



CS-55

DIAMETER: 20, 22

FINISHES: Matte Gunmetal brushed face chrome lip, Silver machined chrome lip

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120

WHEEL TYPE: One piece



CSM-5

DIAMETER: 20

FINISHES: Matte Gunmetal brushed face machined, Silver machined, custom powdercoat options available

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130

WHEEL TYPE: One piece



CS-6.0

DIAMETER: 20, 22

FINISHES: Matte Black Gloss Black lip, Silver machined chrome lip

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130

WHEEL TYPE: One piece



CSM-7

DIAMETER: 20

FINISHES: Matte Silver machined, Matte Gunmetal machined, custom powdercoating available

BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120

WHEEL TYPE: One piece



CSL-5.5

DIAMETER: 19

FINISHES: Silver machined chrome lip, Matte Black Gloss Black lip

BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120

WHEEL TYPE: One piece



RS-55

DIAMETER: 20, 22

FINISHES: Matte Black machined chrome lip, silver machined chrome lip

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120

WHEEL TYPE: One piece

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RT57

DIAMETER: 18, 20
FINISHES: Gloss Black/Reverse CNC
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import/Domestic
WHEEL TYPE: One piece



RT7M

DIAMETER: 15, 16, 17, 18, 20, 22
FINISHES: Gloss Black/CNC Reverse
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x130
APPLICATIONS: Import/Domestic
WHEEL TYPE: One piece



RT-87

DIAMETER: 18
FINISHES: Matte Black/CNC Reverse
BOLT PATTERN: 5x100, 5x114.3
APPLICATIONS: Import/Domestic
WHEEL TYPE: One piece



LX-52

DIAMETER: 20
FINISHES: Black/CNC Reverse/Stainless Lip
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import/Domestic
WHEEL TYPE: One piece



RT-6

DIAMETER: 18, 20
FINISHES: Gloss Black/Reverse CNC, Matte Gunmetal/Reverse CNC
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x130
APPLICATIONS: Import/Domestic
WHEEL TYPE: One piece



RT-Nova

DIAMETER: 20
FINISHES: Black/CNC Reverse, Silver/CNC Reverse
BOLT PATTERN: 5x112, 5x114.3, 5x115, 5x120, 5x130
APPLICATIONS: Import/Domestic
WHEEL TYPE: One piece



RT-11

DIAMETER: 18
FINISHES: Black/CNC Reverse
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import/Domestic
WHEEL TYPE: One piece



ORC909

DIAMETER: 17, 18, 20, 22
FINISHES: Black/Reverse CNC, Matte Gunmetal/Reverse CNC
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Truck/SUV
WHEEL TYPE: One piece



ORC952

DIAMETER: 17, 18, 20
FINISHES: Black/Reverse CNC, Matte Gunmetal/Reverse CNC
BOLT PATTERN: 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Import/Domestic, truck, SUV
WHEEL TYPE: One piece



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STC-01

DIAMETER: 20, 22
FINISHES: Black milled, Titanium milled, Silver milled
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Staggered applications for passenger vehicles
WHEEL TYPE: One piece



STC-02

DIAMETER: 20, 22
FINISHES: Titanium, Black, optional milled accents, Silver
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Staggered applications for passenger vehicles
WHEEL TYPE: One piece



KVI

DIAMETER: 19, 20, 22
FINISHES: Titanium, Black, optional machined face, Silver
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x130
APPLICATIONS: Staggered applications for passenger vehicles
WHEEL TYPE: One piece



STC-05

DIAMETER: 20
FINISHES: Matte Black, Titanium, optional milled accents, optional machined face
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130
APPLICATIONS: Staggered applications for passenger vehicles
WHEEL TYPE: One piece



STC-MS

DIAMETER: 20
FINISHES: Matte Black, Titanium, optional milled accents, optional machined face
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130
APPLICATIONS: Staggered applications for passenger vehicles
WHEEL TYPE: One piece



STC-10

DIAMETER: 19, 20, 22
FINISHES: Matte Black, Titanium, optional milled accents, optional machined face
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127, 5x130
APPLICATIONS: Staggered applications for passenger vehicles
WHEEL TYPE: One piece



STC-F1

DIAMETER: 20, 21, 22
FINISHES: Titanium milled, Anodized Black, Silver milled
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x130
APPLICATIONS: Staggered applications for passenger vehicles
WHEEL TYPE: One piece



9Forged

DIAMETER: 19, 20, 21
FINISHES: Matte Black, Titanium, Silver, optional machined face
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x130
APPLICATIONS: Staggered applications for passenger vehicles
WHEEL TYPE: One piece



9RR

DIAMETER: 17, 18, 19, 20
FINISHES: Gloss Silver, Matte Black, Matte Black Milled, Titanium, Gold, White
BOLT PATTERNS: 4x100, 4x98, 5x100, 5x108, 5x112, 5x114.3, 5x120, 5x130
APPLICATIONS: Staggered applications for passenger vehicles
WHEEL TYPE: One piece

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R-TWELVE

(BLK/MACHINED TIP / SS LIP
20X8.5, 20X10, 22X9, 22X10)

POLARIS

(BLK/MACHINED/SS LIP
20X8.5, 20X10, 22X9, 22X10, PAT. PENDING)

HYDRA

(BLK/MACHINED/SS LIP
22X9, 22X10, 24X9, 24X10, 26X9.5 PAT. PENDING)

INVICTUS-Z

REMOVABLE ALUMINUM SPOKE EXTENSION
(BLK/MACHINED/SS, 20X8.5, 20X10, 22X9, 22X10, 24X9, 24X10, PAT. PENDING)



CSS-7 BLK/MACHINED TIP
17X7.5, 18X8, 20X8.5, 20X10, 22X9, 22X10

CSS-8 BLK/MACHINED
20X8.5, 20X10, 22X9, 22X10

CSS-10 BLK/MACHINED
20X8.5, 20X10, 22X9, 22X10

CSS-15 BLK/MACHINED
20X8.5, 20X10, 22X9, 22X10, 24X9, 24X10, 26X9.5

CSS-16 BLK/MACHINED
20X8.5, 20X10

INVICTUS-Z BLK/SS LIP
20X8.5, 20X10, 22X9, 22X10, 24X9, 24X10



INVICTUS-Z CUSTOM
20X8.5, 20X10, 22X9, 22X10, 24X9, 24X10

R-TWELVE CUSTOM
20X8.5, 20X10, 22X9, 22X10

R-SEVENTEEN CUSTOM
22X9, 22X10

R-SIX BLK/MACHINED
17X7.5, 18X8, 20X8.5, 20X10, 22X9, 22X10, 24X10, 26X9.5

R-FOUR CUSTOM
20X8.5, 20X10, 22X9, 22X10

R-THREE CUSTOM
20X8.5, 20X10, 22X9, 22X10



JOHNSON II BLK/MACHINED
22, 24, 26, 28, 30

R-FOUR CAPPED / CHROME
24X9, 24X10, 26X9.5

LUST BLK/MACHINED
17, 18, 20, 22, 24, 26, 28, 30

TRISTO CHROME
24X9, 26X9.5

ARTE BLK/MACHINED
24X9, 26X9.5

ROYAL SS LIP
24X9, 26X9.5

INVICTUS-Z

UTILITY PATENT PENDING



CSS-15

PART FINISH, LEXANI "MILAN" GILLES KIT



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R-Twelve (Black/Machined Tips)

DIAMETER: 20, 22

FINISHES: Black/machined face with stainless steel chrome lip, Black/machined face, Black/machined tips, and custom finish

BOLT PATTERNS: 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7

APPLICATIONS: Exotics, luxury, trucks and SUVs

WHEEL TYPE: One piece



CSS-15 (Black/Machined Tips)

DIAMETER: 20, 22, 24, 26

FINISHES: Black/machined face, Black/machined tips, all chrome, and custom finish

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7

APPLICATIONS: Exotics, luxury, trucks and SUVs

WHEEL TYPE: One piece



CSS-7 (optional 2 tone finish shown)

DIAMETER: 17, 18, 20, 22

FINISHES: Black/machined face, Black/machined tips, all chrome, and custom finish

BOLT PATTERNS: 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x158, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7

APPLICATIONS: Exotics, luxury, trucks and SUVs

WHEEL TYPE: One piece



CSS-8 (custom color finish)

DIAMETER: 20, 22

FINISHES: Black/machined face, Black/machined accents, all chrome, and custom finish

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7

APPLICATIONS: Black/machined face, Black/machined tips, all chrome, and custom finish

WHEEL TYPE: One piece



CSS-10 (custom color finish)

DIAMETER: 20, 22

FINISHES: Black/machined face, Black/machined accents, all chrome, and custom finish

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7

APPLICATIONS: Exotics, luxury, trucks and SUVs

WHEEL TYPE: One piece



R-Three (optional color finish)

DIAMETER: 20, 22

FINISHES: Black/machined face, Black/machined accents, all chrome, and custom finish

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7

APPLICATIONS: Exotics, luxury, trucks and SUVs

WHEEL TYPE: One piece



New Invictus-Z (custom gold metal spoke extension shown)

DIAMETER: 20, 22, 24

FINISHES: Black/machined face with stainless steel chrome lip, Black with stainless steel chrome lip, custom finish

BOLT PATTERNS: 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120.65, 5x120.7, 5x127

APPLICATIONS: Exotics, luxury, trucks and SUVs

WHEEL TYPE: One piece



New Hydra (custom white face shown)

DIAMETER: 22, 24, 26

FINISHES: Black/machined face with stainless steel chrome lip, Black/machined face, all chrome, and custom finish

BOLT PATTERNS: 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7

APPLICATIONS: Exotics, luxury, trucks and SUVs

WHEEL TYPE: One piece



New Polaris (custom finish shown)

DIAMETER: 20, 22

FINISHES: Black/machined face with stainless steel chrome lip, Black with machined accents, and custom finish

BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7

APPLICATIONS: Exotics, luxury, trucks and SUVs

WHEEL TYPE: One piece

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LF-734 CAMUS CUSTOM FINISH



LF-113 CUSTOM FINISH



LF-740 ARCANA
CUSTOM FINISH

LC-735 MACELLAN
CUSTOM GOLD

LF-738 REGAL
CUSTOM FINISH

LF-737 OPUS
CUSTOM FINISH

LC-735 NICKLE
CUSTOM GOLD

LF-734 VIRGO
CUSTOM GOLD



LF-733 INSIGNIA
CUSTOM FINISH

LC-732 VIRGO
CUSTOM FINISH

LF-730 LEO
CUSTOM FINISH

LF-729 TAURUS
CUSTOM FINISH

LF-728 GEMINI
CUSTOM FINISH

LF-727 LIBRA
CUSTOM FINISH



LF-726 SCORPIO
CUSTOM FINISH

LF-723
CUSTOM FINISH

LC-722
CUSTOM 2TONE FINISH

LF-718
CUSTOM GOLD FINISH

LF-712
CUSTOM FINISH

LS-707
CUSTOM FINISH



LS-118
CUSTOM FINISH

LF-112
CUSTOM FINISH

LF-111
CUSTOM FINISH

LF-110
CUSTOM FINISH

LC-109
CUSTOM FINISH

LC-101
CUSTOM FINISH



M-102
DOUBLE DARK TINT

M-118
CUSTOM FINISH

M-106
CUSTOM GOLD

M-105
CUSTOM FINISH

M-102
CUSTOM FINISH

M-101
CUSTOM FINISH



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New LF-114 Sport

DIAMETER: 19, 20, 21, 22, 24, 26
FINISHES: Chrome, Black, White, Silver, Brushed, and custom finishes
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Exotics, luxury, trucks and SUVs
WHEEL TYPE: Three piece



New LF-748 Stinger

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Chrome, Black, White, Silver, Brushed, and custom finishes
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Exotics, luxury, trucks and SUVs
WHEEL TYPE: Three piece



New LF-747 Viper

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Chrome, Black, White, Silver, Brushed, and custom finishes
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Exotics, luxury, trucks and SUVs
WHEEL TYPE: Three piece



New LF-746 Babaria

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Chrome, Black, White, Silver, Brushed, and custom finishes
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Chrome, Black, White, Silver, Brushed, and custom finishes
WHEEL TYPE: Three piece



New LF-745 Calypso

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Chrome, Black, White, Silver, Brushed, and custom finishes
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Exotics, luxury, trucks and SUVs
WHEEL TYPE: Three piece



New LF-744 Twister

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Chrome, Black, White, Silver, Brushed, and custom finishes
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Chrome, Black, White, Silver, Brushed, and custom finishes
WHEEL TYPE: Three piece



New LF-743 Spartacus

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Chrome, Black, White, Silver, Brushed, and custom finishes
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Exotics, luxury, trucks and SUVs
WHEEL TYPE: Three piece



New LF-736 Profile

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Chrome, Black, White, Silver, Brushed, and custom finishes
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Exotics, luxury, trucks and SUVs
WHEEL TYPE: Three piece



New LF-731 Pisces

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Chrome, Black, White, Silver, Brushed, and custom finishes
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Exotics, luxury, trucks and SUVs
WHEEL TYPE: Three piece



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414BM Modena

DIAMETER: 18, 20
FINISHES: Gloss Black with CNC-milled accents
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece



414MB Modena

DIAMETER: 18, 20
FINISHES: Mirror-machined face with gloss-black accents
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece



415MB Mythic

DIAMETER: 18, 20, 22
FINISHES: Gloss Black with mirror-machined accents
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 6x135, 6x139.7
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece



410BM Maranello

DIAMETER: 18, 20, 22
FINISHES: Gloss Black with CNC-milled accents
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece



410MB Maranello

DIAMETER: 18, 20, 22
FINISHES: Mirror-machined face with gloss-black accents
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece



407MB Majestic

DIAMETER: 18, 20, 22
FINISHES: Mirror-machined face and lip with gloss-black accents
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece



409B Magellan

DIAMETER: 18, 20
FINISHES: Satin Black
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece



409MB Magellan

DIAMETER: 18, 20
FINISHES: Mirror-machined face with gloss-black accents
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece



— Citrine | M155 | bronze | 18x8+40 - 18x9.5+40



— Misano | M116 | anthracite | 20x9+25 - 20x10.5+30

Form | M157 | charcoal | 20x8.5 +25 - 20x10.5+30





Form

DIAMETER: 19, 20
FINISHES: Bronze, Charcoal
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Citrine

DIAMETER: 18, 19, 20
FINISHES: White and machined, Silver and machined, Bronze
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Intake

DIAMETER: 20, 22
FINISHES: Black and milled with Dark Tint, Silver and machined
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x127, 5x130
WHEEL TYPE: One piece



Invert

DIAMETER: 20
FINISHES: Silver and machined, Black and machined with Dark Tint
BOLT PATTERNS: 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Surge

DIAMETER: 19, 20, 22
FINISHES: Silver and machined, Black and machined with Dark Tint
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



Enyo

DIAMETER: 20
FINISHES: Black and machined with Dark Tint
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120
WHEEL TYPE: One piece



Misano

DIAMETER: 17, 18, 19, 20
FINISHES: Anthracite, Satin Black
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Vicenza

DIAMETER: 20
FINISHES: Black Chrome PVD, Black and machined with Dark Tint
BOLT PATTERNS: 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Verona

DIAMETER: 17, 18, 19, 20, 22, 24
FINISHES: Black and machined with Dark Tint, White and machined, Anthracite
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x130
WHEEL TYPE: One piece

THEY ALL LAUGH AT ME
BECAUSE I'M DIFFERENT.
I LAUGH AT THEM BECAUSE
THEY'RE ALL THE SAME.

- Kurt Cobain



Have fun, stop taking shit so seriously.



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SPF

DIAMETER: 18, 19, 20
FINISHES: Black and machined with Dark Tint, Silver and machined, Satin Black
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



NUE

DIAMETER: 18, 19
FINISHES: Satin Black, Black and machined with Dark Tint, Silver and machined
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



BLQ

DIAMETER: 18, 19, 20
FINISHES: Satin Black, Black and machined with Dark Tint, Silver and machined
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



IND-T

DIAMETER: 18, 19, 20
FINISHES: Silver and machined, Satin Black, Black and machined with Dark Tint
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



TMB

DIAMETER: 18, 19
FINISHES: Silver and machined, Satin Black, Black and machined with Dark Tint
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



BLQ-T

DIAMETER: 15, 16, 17, 18, 19, 20, 21, 22
FINISHES: Custom Finished
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Custom widths, bolt patterns, and offsets available
WHEEL TYPE: Three piece



TMB

DIAMETER: 15, 16, 17, 18, 19, 20, 21, 22
FINISHES: Custom Finished
BOLT PATTERNS: 5x100, 5x108, 5x110, 5x112, 5x114.3, 5x120
APPLICATIONS: Custom widths, bolt patterns, and offsets available
WHEEL TYPE: Three piece



LVS

DIAMETER: 15, 16, 17, 18, 19, 20, 21, 22
FINISHES: Custom Finished
BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x120
APPLICATIONS: Custom widths, bolt patterns, and offsets available
WHEEL TYPE: Three piece



IND-T

DIAMETER: 15, 16, 17, 18, 19, 20, 21, 22
FINISHES: Custom Finished
BOLT PATTERNS: 5x100, 5x108, 5x112, 5x114.3, 5x120
APPLICATIONS: Custom widths, bolt patterns, and offsets available
WHEEL TYPE: Three piece

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R960

DIAMETER: 20, 22
FINISHES: Satin Black, Gloss Black with machined face
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127
APPLICATIONS: Passenger vehicles
WHEEL TYPE: One piece



R1

DIAMETER: 20, 22
FINISHES: Satin Black with machined face, Satin Black, Chrome
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127
APPLICATIONS: Passenger vehicles
WHEEL TYPE: One piece



R2

DIAMETER: 20, 22
FINISHES: Satin Gunmetal, Satin Black
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127
APPLICATIONS: Passenger vehicles
WHEEL TYPE: One piece



R980

DIAMETER: 20, 22
FINISHES: Gloss Black with machined face, Satin Black
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127
APPLICATIONS: Passenger vehicles
WHEEL TYPE: One piece



R1

DIAMETER: 20, 22
FINISHES: Chrome, Satin Black with machined face, Satin Black
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127
APPLICATIONS: Passenger vehicles
WHEEL TYPE: One piece



R2

DIAMETER: 20, 22
FINISHES: Satin Black, Satin Gunmetal
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x127
APPLICATIONS: Passenger vehicles
WHEEL TYPE: One piece



R351

DIAMETER: 17, 18
FINISHES: Bright Green, Gloss White, Flat Black with machined face, Hyper Silver with machined face
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Passenger vehicles; compact and stretch
WHEEL TYPE: One piece



R362

DIAMETER: 15
FINISHES: Gold with mach lip, Bright Green with mach lip, Satin Black with mach lip, Hyper Silver with mach lip, Gloss White with mach lip, Candy Red with mach lip, Satin Black with Brze lip, Chrome PVD
BOLT PATTERNS: 4x100, 4x114.3
APPLICATIONS: Passenger vehicles; compact and stretch
WHEEL TYPE: One piece



R358

DIAMETER: 15
FINISHES: Candy Red with mach center and lip, Gold with mach center and lip, Satin Black with mach center and lip, Hyper Silver with mach center and lip, Gloss White with mach center and lip, Satin Black
BOLT PATTERNS: 4x100
APPLICATIONS: Passenger vehicles; compact and stretch
WHEEL TYPE: One piece

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SV62-C

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Orange with Black, Black with Blue, Brushed Red, Black with Yellow, and custom options
BOLT PATTERNS: 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165
APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance
WHEEL TYPE: Three piece



SV61-D

DIAMETER: 19, 20, 21, 22, 23, 24, 26, 28, 30, 32
FINISHES: Brushed Double Dark Tint, Matte Black with White, Brushed Gold, Brushed with High Polish, and custom options
BOLT PATTERNS: 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165
APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger car, and performance
WHEEL TYPE: Three piece



SV60-D

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Black with Blue, Black with Red, Black with White, Black with Yellow, Brushed Teal, and custom options
BOLT PATTERNS: 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165
APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger car, and performance
WHEEL TYPE: Three piece



SV59-C

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Black with Yellow, All Brushed, Black with Green, and custom options
BOLT PATTERNS: 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165
APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance
WHEEL TYPE: Three piece



SV58-S

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Black with White, Brushed with High Polish, Brushed Bronze, and custom options
BOLT PATTERNS: 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165
APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars and performance, and custom options
WHEEL TYPE: Three piece



SV56-C

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Black with White with Black, Black with Red, Black with Brushed Gold
BOLT PATTERNS: 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165
APPLICATIONS: Domestic/muscle, sport compact, luxury/exotic, on road, passenger cars, and performance
WHEEL TYPE: Three piece



Ancona

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Gold with High Polish, Red with High Polish, Brushed with High Polish, and Custom Options
BOLT PATTERNS: 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165
APPLICATIONS: Domestic/muscle and on road
WHEEL TYPE: Three piece



Veneto

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: All Brushed, Brushed Red, Brushed Gold
BOLT PATTERNS: 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165
APPLICATIONS: Domestic/muscle and on road
WHEEL TYPE: Three piece



Carpi

DIAMETER: 19, 20, 21, 22, 24, 26, 28, 30, 32
FINISHES: Brushed Gold, Blue with High Polish, Brushed with High Polish
BOLT PATTERNS: 3x112, 4x100, 4x108, 4x110, 4x114.3, 4x115, 4x136, 4x136.5, 4x156, 4x98, 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165
APPLICATIONS: Domestic/muscle and on road
WHEEL TYPE: Three piece



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SC001

DIAMETER: 20, 22
FINISHES: Gloss Black machined
BOLT PATTERNS: 5x114.3, 5x120
APPLICATIONS: Cars, staggered fitments
WHEEL TYPE: One piece



SC002

DIAMETER: 20, 22
FINISHES: Gloss Black machined, Silver machined, Flat Gray, Flat Black
BOLT PATTERNS: 5x114.3, 5x115, 5x120
APPLICATIONS: Cars, staggered fitments
WHEEL TYPE: One piece



SC004

DIAMETER: 20, 22
FINISHES: Gloss Black machined
BOLT PATTERNS: 5x114.3, 5x115, 5x120
APPLICATIONS: Cars, staggered fitments
WHEEL TYPE: One piece



SC005

DIAMETER: 20
FINISHES: Gloss Black machined, Flat Gray
BOLT PATTERNS: 5x114.3, 5x115, 5x120
APPLICATIONS: Cars, staggered fitments
WHEEL TYPE: One piece



SC100

DIAMETER: 20
FINISHES: Gloss Black machined
BOLT PATTERNS: 5x112, 5x114.3, 5x120
APPLICATIONS: Cars, staggered fitments
WHEEL TYPE: One piece



SC101

DIAMETER: 20
FINISHES: Gloss Black with machined inner rim
BOLT PATTERNS: 5x112, 5x114.3, 5x120
APPLICATIONS: Cars, staggered fitments
WHEEL TYPE: One piece



SC102

DIAMETER: 20
FINISHES: Gloss Black with machined inner rim
BOLT PATTERNS: 5x112, 5x114.3, 5x120
APPLICATIONS: Cars, staggered fitments
WHEEL TYPE: One piece



Cratus CR007

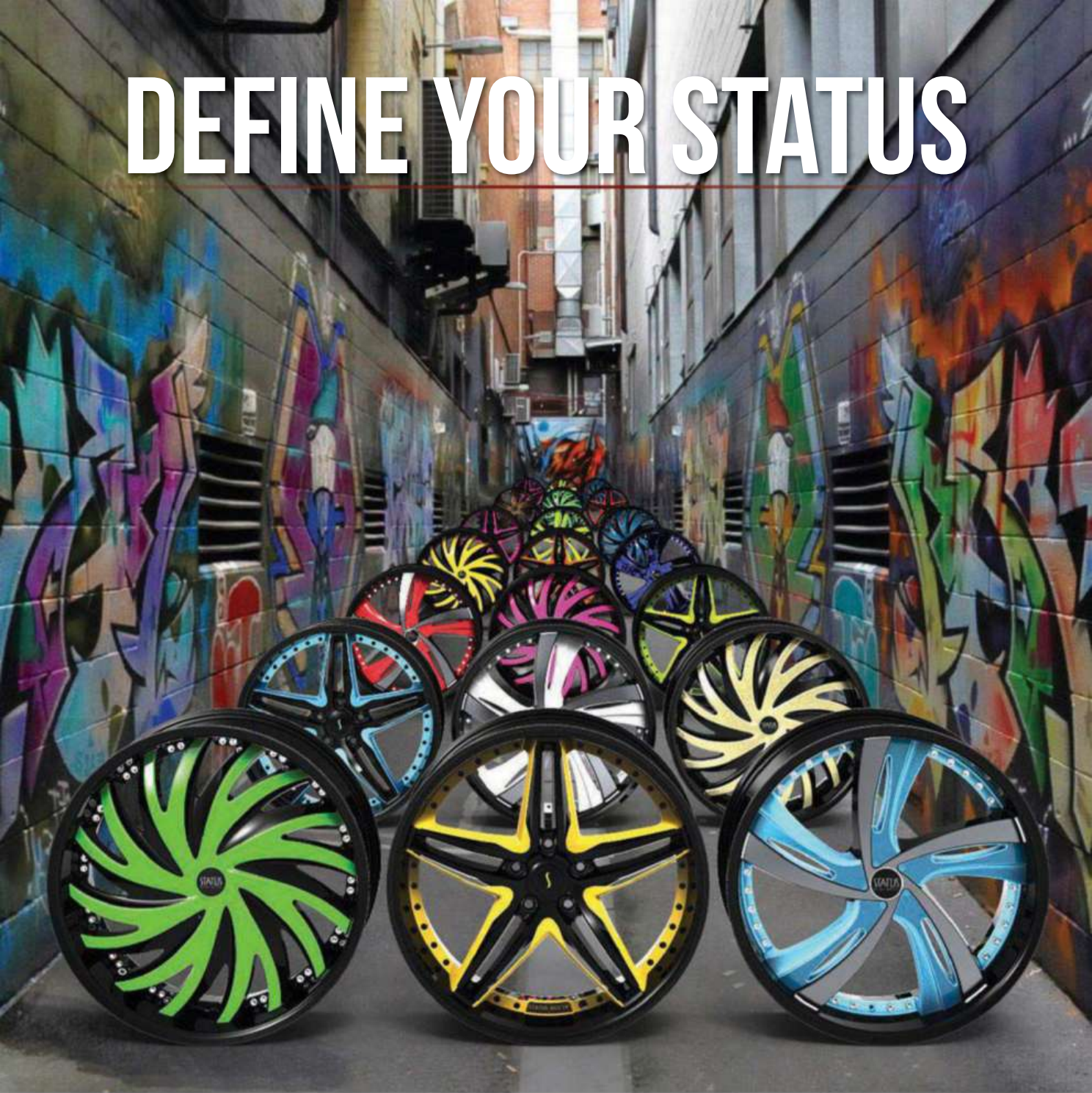
DIAMETER: 22, 24
FINISHES: Gloss Black, Gloss Black machined
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7
APPLICATIONS: Cars
WHEEL TYPE: One piece



Cratus CR008

DIAMETER: 22, 24
FINISHES: Flat Black, Gloss Black machined, Gloss Black with machined pinstripe
BOLT PATTERNS: 5x114.3, 5x115, 5x120, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7
APPLICATIONS: Cars
WHEEL TYPE: One piece

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Haze - S837

DIAMETER: 20, 22
FINISHES: Chrome with Gloss Black Inserts, Gloss Black with chrome Inserts
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127
APPLICATIONS: Passenger vehicles, mid-size SUV
WHEEL TYPE: One piece



Haze - S837

DIAMETER: 20, 22
FINISHES: Gloss Black with chrome Inserts, chrome with Gloss Black Inserts
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127
APPLICATIONS: Passenger vehicles, mid-size SUV
WHEEL TYPE: One piece



Haze - S837

DIAMETER: 20, 22
FINISHES: Custom finish, Gloss Black with chrome Inserts, chrome with Gloss Black Inserts
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127
APPLICATIONS: Passenger vehicles, mid-size SUV
WHEEL TYPE: One piece



Fantasy - S835

DIAMETER: 20, 22, 24
FINISHES: Chrome with Gloss Black Inserts, Gloss Black with chrome Inserts
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127
APPLICATIONS: Passenger vehicles, mid-size SUV
WHEEL TYPE: One piece



Fantasy - S835

DIAMETER: 20, 22, 24
FINISHES: Gloss Black with chrome Inserts, chrome with Gloss Black Inserts
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127
APPLICATIONS: Passenger vehicles, mid-size SUV
WHEEL TYPE: One piece



Fantasy - S835

DIAMETER: 20, 22, 24
FINISHES: Custom finish, Gloss Black with chrome Inserts, chrome with Gloss Black Inserts
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127
APPLICATIONS: Passenger vehicles, mid-size SUV
WHEEL TYPE: One piece



Hurricane - S836

DIAMETER: 22, 24, 26
FINISHES: Chrome with Gloss Black Inserts, Gloss Black with chrome Inserts
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 6x114.3, 6x115, 6x127, 6x132, 6x135, 6x139.7
APPLICATIONS: Passenger vehicles, mid-size SUV, SUV
WHEEL TYPE: One piece



Hurricane - S836

DIAMETER: 22, 24, 26
FINISHES: Gloss Black with chrome Inserts, chrome with Gloss Black Inserts
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 6x114.3, 6x115, 6x127, 6x132, 6x135, 6x139.7
APPLICATIONS: Passenger vehicles, mid-size SUV, SUV
WHEEL TYPE: One piece



Hurricane - S836

DIAMETER: 22, 24, 26
FINISHES: Custom finish, Gloss Black with chrome Inserts, chrome with Gloss Black Inserts
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 6x114.3, 6x115, 6x127, 6x132, 6x135, 6x139.7
APPLICATIONS: Passenger vehicles, mid-size SUV, SUV
WHEEL TYPE: One piece



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2012 Ferrari 458 Italia with 20" O.Z. Racing Atelier Forged Superforgiata polished





O.Z. Racing Atelier Forged Ares

DIAMETER: 20, 21
FINISHES: Matte Dark Graphite, polished, Matte Grey, Black painted, Anodized Black, Brushed Silver
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x120.7, 5x128, 5x130
WHEEL TYPE: One piece



O.Z. Racing Atelier Forged Zeus

DIAMETER: 20, 21
FINISHES: Black painted, polished, Matte Dark Graphite, Matte Grey, Anodized Black, Brushed Silver
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x128, 5x130
WHEEL TYPE: One piece



O.Z. Racing Atelier Forged Superforgiata

DIAMETER: 19, 20
FINISHES: Polished with clearcoat, Light Grey painted, Black painted
BOLT PATTERNS: Center Lock, 5x112, 5x114, 5x120, 5x130, 5x14.75
WHEEL TYPE: One piece



Monte TITANO MT4 Cesta

DIAMETER: 17, 18, 19
FINISHES: Machined with Anthracite accent, Matte Titanium
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Avarus AV14

DIAMETER: 18, 20
FINISHES: Machined with Anthracite accent, Titanium Gunmetal
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Axis Model Two

DIAMETER: 19, 20, 21
FINISHES: Machined with Matte Graphite Accent, Matte Graphite Silver
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 5x130
WHEEL TYPE: One piece



Bremmer Kraft BR13

DIAMETER: 17, 18
FINISHES: Machined with Anthracite Accent, Titanium Gunmetal
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120
WHEEL TYPE: One piece



Quad Essen

DIAMETER: 19, 20, 21, 22
FINISHES: Silver machined with Matte Clear, machined with Matte Graphite Accent, Matte Graphite Silver
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x127, 5x130
WHEEL TYPE: One piece



Starke Design BC for Porsche

DIAMETER: 19
FINISHES: Machined with Matte Graphite Accent, Silver Painted, Matte Graphite Silver
BOLT PATTERNS: 5x130
WHEEL TYPE: One piece

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MGA
15,16,17,18"



Maglia
17,18, 20"

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15,16,17"



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15,16,17,18"



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Old School
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Rodder
17,18"
*staggered fitment



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Danza

DIAMETER: 18, 20, 21
FINISHES: Matte Black or Silver machined undercut
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120, 5x130
APPLICATIONS: Passenger cars, European luxury, and SUVs
WHEEL TYPE: One piece



Torino

DIAMETER: 15, 16, 17, 18
FINISHES: Full Gunmetal or Gunmetal mirror machined
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Passenger cars, import tuners, sport compact, and SUVs
WHEEL TYPE: One piece



MGA

DIAMETER: 15, 16, 17, 18
FINISHES: Matte Black or Silver machined face
BOLT PATTERNS: 4x100, 4x108, 4x114.3, 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Passenger cars, import tuners, sport compact, and SUVs
WHEEL TYPE: One piece



Maglia

DIAMETER: 17, 18, 20
FINISHES: Gloss Black or Silver machined face
BOLT PATTERNS: 5x112, 5x114.3, 5x120
APPLICATIONS: European luxury, passenger cars, and SUVs
WHEEL TYPE: One piece



Asti

DIAMETER: 17, 18, 19, 20
FINISHES: Graphite machined flange
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120
APPLICATIONS: European luxury, passenger cars, and SUVs
WHEEL TYPE: One piece



Capri

DIAMETER: 17, 18
FINISHES: Gloss Black mirror machined
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x120
APPLICATIONS: European luxury, import tuners, and passenger cars
WHEEL TYPE: One piece



G-FX G20

DIAMETER: 15, 16, 17, 18
FINISHES: Gunmetal machined face
BOLT PATTERNS: 4x100, 4x114.3, 5x100, 5x108, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Import tuner, sport compact, and European cars
WHEEL TYPE: One piece



G-FX TR2

DIAMETER: 16, 17, 18, 20
FINISHES: Matte Black machined flange
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x138.7, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



BG Rod Works Old School

DIAMETER: 15, 17, 18, 20
FINISHES: Chrome or Gunmetal machined lip
BOLT PATTERNS: 5x114.3, 5x120, 6x127
APPLICATIONS: Hot rods and modern muscle cars
WHEEL TYPE: One piece



St.Thomas X250



Sydney X252



Verona X253

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Caracas X233

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Matte Black with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



Verona X253

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Matte Silver with brushed face, Matte Gunmetal

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



Sydney X252

DIAMETER: 20, 22

FINISHES: Matte Black with brushed face and milled spokes, Gloss Silver with brushed face and milled spokes

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



Tokyo X201

DIAMETER: 20, 22

FINISHES: Matte Black, Matte Silver with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



Dubai X251

DIAMETER: 20, 22

FINISHES: Gloss Silver with chromed Silver, Matte Black with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



Milan X229

DIAMETER: 19, 20, 22

FINISHES: Matte Black, Matte Silver with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



New York X130

DIAMETER: 20, 22

FINISHES: Matte Silver with brushed face and SS chrome lip, Gloss Black with SS chrome lip

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



Miami X203

DIAMETER: 20, 22

FINISHES: Matte Black with brushed face, Matte Black

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece



ST Thomas X250

DIAMETER: 20, 22

FINISHES: Gloss Silver with chromed face, Matte Black with brushed face

BOLT PATTERNS: 5x100, 5x105, 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130

APPLICATIONS: High-end luxury sport and exotic vehicles, domestic and foreign

WHEEL TYPE: One piece

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IGPOWER:

In the past few years, gas prices may have spiked, but the one thing that's trailed right behind it is the return of lifted trucks. It's kind of ironic when you consider that these fuel-guzzling trucks work against your pocketbook, but then again, it's just a cost to be the boss.

Since the popularity of lifted trucks has returned, it comes as no surprise that other wheel companies are now scrambling to introduce their own lineup of off-road wheels—but it seems as if RBP has the game on lock. Because of its keen foresight and belief in the market, RBP

started this line years back and has since become the go-to brand when it comes to stylish off-road wheels. With a reputation for style and performance, RBP has created a top-flight brand that the scene flocks to.

Signature to RBP wheels are designs that work. With hard edges and clean styles, the wheels offer a rugged yet stylish appeal that's confident but brute. To add to that, this year the company also introduced a line of accessories to accompany its wheels, so be sure to drop by RBP's site and see what's available for your truck. rollingbigpower.com **UWTV**







Future

DIAMETER: 20, 22, 24, 26, 28
FINISHES: Black and machined with Dark Tint and chrome
BOLT PATTERNS: 5x120, 5x127, 5x139.7, 5x150, 6x135, 6x139.7
WHEEL TYPE: One piece



Shot Calla

DIAMETER: 22
FINISHES: Gloss Black and brushed, Black and machined with Dark Tint and chrome
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 6x135, 6x139.7
APPLICATIONS: Gloss Black and Brushed available 22x9 & 22x10.5 for front-wheel-drive applications only
WHEEL TYPE: One piece



Sleeper

DIAMETER: 24
FINISHES: Chrome, Black and machined with Dark Tint
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7
WHEEL TYPE: One piece



Skillz

DIAMETER: 22, 24, 26
FINISHES: Black and machined with Dark Tint, chrome
BOLT PATTERNS: 5x115, 5x120, 5x127, 5x139.7, 6x135, 6x139.7
WHEEL TYPE: One piece



Chedda

DIAMETER: 22, 24
FINISHES: Black and machined with Dark Tint
BOLT PATTERNS: 5x115, 5x139.7, 6x135, 6x139.7
WHEEL TYPE: One piece



Swerv

DIAMETER: 22, 24, 26
FINISHES: Black and machined with Dark Tint, chrome
BOLT PATTERNS: 5x115, 5x139.7, 6x135, 6x139.7
WHEEL TYPE: One piece



8-Ball

DIAMETER: 22, 24, 26
FINISHES: Black and milled, chrome
BOLT PATTERNS: 5x120, 5x127, 5x139.7, 6x135, 6x139.7
WHEEL TYPE: One piece



Attack-6

DIAMETER: 22, 24, 26
FINISHES: Black and machined with Dark Tint, chrome
BOLT PATTERNS: 6x135, 6x139.7
WHEEL TYPE: One piece



Baller

DIAMETER: 20, 22, 24, 26, 28, 30
FINISHES: Black and machined with Dark Tint, chrome
BOLT PATTERNS: 5x115, 5x120, 5x120.7, 5x127, 5x139.7, 5x150, 6x135, 6x139.7
WHEEL TYPE: One piece

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17, 18

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17, 18, 20

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covered cap shown
TROOPER 189
17, 18, 20

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176 Vagabond

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Satin Black, Gloss Black with diamond-cut lip
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



188 Soldier

DIAMETER: 17, 18, 20
FINISHES: Satin Black with milling
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



189 Trooper

DIAMETER: 17, 18, 20
FINISHES: Satin Black with milling
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



225 Phantom

DIAMETER: 16, 17, 18, 20
FINISHES: Satin Black with diamond-cut accents, Chrome, Satin Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



249 Predator II (8 Spoke)

DIAMETER: 17, 18, 20
FINISHES: Chrome (20x12), Gloss Black with milling, Ultra V finish PVD
BOLT PATTERNS: 5x150, 8x165.1, 8x170, 8x180
APPLICATIONS: Trucks, SUVs
WHEEL TYPE: One piece



249 Predator II (6 Spoke)

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with milling, Chrome (20x12), Ultra V finish PVD
BOLT PATTERNS: 5x127, 5x139.7, 6x120, 6x135, 6x139.7
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



250 Colossus

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with diamond-cut accents
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



251 Decoy

DIAMETER: 17, 18
FINISHES: Gloss Black with spot-mill dimples
BOLT PATTERNS: 5x110, 5x114.3, 5x120, 5x127
APPLICATIONS: CUVs, FWD passenger cars
WHEEL TYPE: One piece



264 Bully

DIAMETER: 17, 18, 20
FINISHES: Satin Black
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece

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808 Beast II

DIAMETER: 18, 20
FINISHES: Gloss Black with milling, Satin Black with spot mill dimples
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



807 Ledge

DIAMETER: 20
FINISHES: Satin Black with milling
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



807 Triton

DIAMETER: 17, 18, 20
FINISHES: Ultra V finish PVD, Satin Black, Gloss Black with milling
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



805 Tyrant

DIAMETER: 18, 20, 22
FINISHES: Satin Black with diamond-cut accents, PVD
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



804 Tank

DIAMETER: 16, 17, 18, 20
FINISHES: Satin Black with undercut and large spot mill dimples
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



803 Beast Dually

DIAMETER: 17
FINISHES: Gloss Black with milling, Satin Black, Chrome
BOLT PATTERNS: 8x165.1, 8x200, 8x210
APPLICATIONS: Dually trucks
WHEEL TYPE: One piece



803 Beast

DIAMETER: 16, 17, 18, 20
FINISHES: Ultra V finish PVD, Gloss Black with milling, Satin Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



802 Havoc

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with milling, Satin Black with spot milled dimples
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece



801 Triad

DIAMETER: 16, 17, 18, 20
FINISHES: Satin Black with spot mill dimples, Ultra V finish PVD
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, Jeeps, SUVs
WHEEL TYPE: One piece

Detroit Ste

Tnce you read the title and see the rides that grace this page, there's really not much more to say. From the menacing looks of these vehicles, you can only tell that American Vintage Steel is this wheel maker's passion, which is why it should come as no surprise that the company behind it all is called Mob Steel. The one-time hobby turned automotive lifestyle—and now business—was all executed by Adam Genoi; and now he and his team of artisans have become front-runners when it comes to designing and crafting the worlds' most menacing and tricked-out vehicles. We met this team of artisans years ago and since then, they've continually pumped out some of the most awe-inspiring project builds we've seen in that time.

It comes as no surprise that they are the gents behind a relatively new segment to their business that has taken the domestic market by storm. That company? Detroit Steel Wheels. Their product? Steelies.

This new segment of the company's business concentrates solely on steel wheels, better known as "Steelies," but they've added their own touch and created them in different bolt patterns as well as widths. The wheels can be purchased with a host of accessories, including spider caps and chrome trim rings. One thing is for sure—these designs certainly bridge the gap between modern craftsmanship and vintage styling, and the timeless essence of the look it provides isn't going out of style anytime soon...if ever. Visit them online at detroitsteelwheel.com. **UWTC**



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Independence Super Dually Series

DIAMETER: 22, 24
FINISHES: Polished aluminum; however custom powdercoated finishes are available
BOLT PATTERNS: 8x165, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: All Dual Applications (Dual Rear Wheels)
WHEEL TYPE: One piece



EVO SD Series

DIAMETER: 22, 24
FINISHES: Polished aluminum; however custom powdercoated finishes are available
BOLT PATTERNS: 8x165, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: All Dual Rear Wheels (Dually)
WHEEL TYPE: One piece



Twister Super Dually Series

DIAMETER: 22, 24
FINISHES: Polished aluminum; however custom powdercoated finishes are available
BOLT PATTERNS: 8x165, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: All Dual Rear Wheels (Dually)
WHEEL TYPE: One piece



Scope DRW

DIAMETER: 20, 22, 24, 26
FINISHES: Polished aluminum; however custom powdercoated finishes are available
BOLT PATTERNS: 8x165, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: All Dual Rear Wheel Application (Dually)
WHEEL TYPE: One piece



Mayday DRW

DIAMETER: 20, 22, 24, 26
FINISHES: Polished aluminum; however custom powdercoated finishes are available
BOLT PATTERNS: 8x165, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: All Dual Rear Wheels Applications (Dually)
WHEEL TYPE: One piece



Ammo DRW

DIAMETER: 20, 22, 24, 26
FINISHES: Polished aluminum; however custom powdercoated finishes are available
BOLT PATTERNS: 8x165, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: All Dual Rear Wheels Applications (Dually)
WHEEL TYPE: One piece



Octane DRW

DIAMETER: 20, 22, 24, 26
FINISHES: Polished aluminum; however custom powdercoated finishes are available
BOLT PATTERNS: 8x165, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: All Dual Rear Wheels Applications (Dually)
WHEEL TYPE: One piece



Independence DRW

DIAMETER: 20, 22, 22.5, 24, 26
FINISHES: Polished aluminum; however custom powdercoated finishes are available
BOLT PATTERNS: 8x165, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: All Dual Rear Wheels Applications (Dually)
WHEEL TYPE: One piece



Evo DRW

DIAMETER: 20, 22, 22.5, 24, 26
FINISHES: Polished aluminum; however custom powdercoated finishes are available
BOLT PATTERNS: 8x165, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: All Dual Rear Wheels Applications (Dually)
WHEEL TYPE: One piece

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Brawler Multi-Piece Series

DIAMETER: 22, 24
FINISHES: Polished aluminum; however custom powdercoated finishes available for each component.
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: Two piece



Cluster Multi-Piece Series

DIAMETER: 22, 24
FINISHES: Polished aluminum; however custom powdercoated finishes available for each component. *22x16 & 24x16 also available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: Two piece



Honor Multi-Piece Series

DIAMETER: 22, 24
FINISHES: Polished aluminum; however custom powdercoated finishes available for each component. *22x16 & 24x16 also available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: Two piece



Recoil Special Force Series

DIAMETER: 20, 22, 24
FINISHES: Special Force Series come standard powdercoated flat black with machined windows and polished lip. Many powdercoated color options are also available instead of standard flat black.
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Ten Four Special Force Series

DIAMETER: 20, 22, 24
FINISHES: Special Force Series come standard powdercoated flat black with machined windows and polished lip. Many powdercoated color options are also available instead of standard flat black.
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Storm Special Force Series

DIAMETER: 20, 22, 24
FINISHES: Special Force Series come standard powdercoated flat black with machined windows and polished lip. Many powdercoated color options are also available.
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and Pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Zodiac Super Single Series

DIAMETER: 20, 22, 24
FINISHES: Polished aluminum; however custom powdercoated finishes are available.
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Independence Super Single

DIAMETER: 20, 22, 24
FINISHES: Polished aluminum; however custom powdercoated finishes are available.
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Buckshot Super Single

DIAMETER: 20, 22, 24
FINISHES: Polished aluminum; however custom powdercoated finishes are available.
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece

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Steam 3D Series

DIAMETER: 20, 22, 24
FINISHES: Polished aluminum, however custom powdercoated finished available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



GEM 3D Series Wheels

DIAMETER: 20, 22, 24
FINISHES: polished aluminum, however custom powdercoated finished available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Merit 3D Series

DIAMETER: 20, 22, 24
FINISHES: Polished aluminum, however custom powdercoated finished available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Knight Faceplate Series

DIAMETER: 20, 22, 24
FINISHES: polished aluminum, however custom powdercoated finished available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Thor Faceplate Series

DIAMETER: 20, 22, 24
FINISHES: polished aluminum, however custom powdercoated finished available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Snafu Faceplate Series

DIAMETER: 20, 22, 24
FINISHES: Polished aluminum, however custom powdercoated finishes available for each component
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Evade Faceplate

DIAMETER: 20, 22, 24
FINISHES: Polished aluminum, however custom powdercoated finished available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Vector Faceplate Series

DIAMETER: 20, 22, 24
FINISHES: Polished aluminum, however custom powdercoated finished available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and Pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



Fallout Faceplate Series

DIAMETER: 20, 22, 24
FINISHES: Polished aluminum, however custom powdercoated finished available
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180, 8x200, 8x210
APPLICATIONS: Fits Jeeps, SUVs, and pickup trucks (5 lug, 6 lug, 8 lug)
WHEEL TYPE: One piece



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Armor

DIAMETER: 17, 18, 20
FINISHES: Black machined face or liquid chrome
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Bandit

DIAMETER: 17, 20
FINISHES: Matte Black
BOLT PATTERNS: 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Buckshot

DIAMETER: 17, 18, 20
FINISHES: Black machined face, Matte Black and chrome
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Bullet

DIAMETER: 17, 18, 20
FINISHES: Black machined face
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Curse

DIAMETER: 17, 20
FINISHES: Black machined face
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Deputy

DIAMETER: 17, 18, 20
FINISHES: Matte Black and Black machined face
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Grit

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with Ball Machine
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Hollywood

DIAMETER: 17, 18, 20, 22
FINISHES: Matte Black
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Regulator

DIAMETER: 17, 18, 20
FINISHES: Matte Black with Ball Machine and Silver with Ball Machine
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



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Ravage 958

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with milled windows
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7
APPLICATIONS: 5- and 6-lug filaments for stock, lifted, and leveled trucks and SUVs
WHEEL TYPE: One piece



Mace 957

DIAMETER: 17, 20
FINISHES: Gloss Black with milled windows
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7
APPLICATIONS: 5- and 6-lug filaments for stock, lifted, and leveled trucks and SUVs
WHEEL TYPE: One piece



Dagger 951

DIAMETER: 20
FINISHES: Gloss Black with milled windows
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7
APPLICATIONS: 5- and 6-lug filaments for stock, lifted, and leveled truck and SUVs
WHEEL TYPE: One piece



Scythe 953

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with milled windows
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: 5-, 6-, 8-lug filaments for stock, lifted, and leveled trucks and SUVs
WHEEL TYPE: One piece



Anvil 955

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with milled windows
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: 5-, 6-, 8-lug filaments for stock, lifted, and leveled trucks and SUVs
WHEEL TYPE: One piece



Razorback 956

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with milled windows
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: 5-, 6-, 8-lug filaments for stock, lifted, and leveled trucks and SUVs
WHEEL TYPE: One piece



Morax 845

DIAMETER: 17, 18, 20
FINISHES: Flat Black
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: 5-, 6-, 8-lug filaments for stock, lifted, and leveled trucks and SUVs
WHEEL TYPE: One piece



Jester 814

DIAMETER: 16, 17, 18, 20, 22
FINISHES: Flat Black with optional red inserts
BOLT PATTERNS: 5x114.3, 5x120.7, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Removable red inserts
WHEEL TYPE: One piece



Havoc 904

DIAMETER: 17, 18, 20
FINISHES: Flat Black
BOLT PATTERNS: 5x114.3, 5x120, 5x127, 5x135, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: 5-, 6-, 8-lug filaments for stock, lifted, and leveled trucks and SUVs
WHEEL TYPE: One piece

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Brawl

DIAMETER: 20
FINISHES: Death Metal Black
BOLT PATTERNS: 8x165, 8x170, 8x180
APPLICATIONS: Lifted and leveled trucks
WHEEL TYPE: One piece



B.A.T.L.

DIAMETER: 20
FINISHES: Death Metal Black, Stealth Black
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165, 8x170, 8x180
APPLICATIONS: Lifted and leveled trucks
WHEEL TYPE: One piece



F.I.T.E. 6

DIAMETER: 20
FINISHES: Death Metal Black, Stealth Black
BOLT PATTERNS: 6x135, 6x139.7
APPLICATIONS: Lifted and leveled trucks
WHEEL TYPE: One piece



Rehab 8

DIAMETER: 20, 22
FINISHES: Death Metal Black, Stealth Black
BOLT PATTERNS: 8x165, 8x170, 8x180
APPLICATIONS: Lifted and leveled trucks
WHEEL TYPE: One piece



R.E.P.R. 6

DIAMETER: 20
FINISHES: Death Metal Black, Stealth Black
BOLT PATTERNS: 6x135, 6x139.7
APPLICATIONS: Lifted and leveled trucks
WHEEL TYPE: One piece



Pro Series SSD-No Ring

DIAMETER: 17
FINISHES: Stealth Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165, 8x170, 8x180
APPLICATIONS: Lifted and leveled trucks
WHEEL TYPE: One piece



Pro Series DRT-With Optional Bolt-On Ring

DIAMETER: 17
FINISHES: Stealth Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165, 8x170, 8x180
APPLICATIONS: Lifted and leveled trucks
WHEEL TYPE: One piece



Novakane 8

DIAMETER: 18, 20, 22
FINISHES: Death Metal Black, Stealth Black
BOLT PATTERNS: 8x165, 8x170, 8x180
APPLICATIONS: Lifted and leveled trucks
WHEEL TYPE: One piece



S.O.T.A.

DIAMETER: 20, 22, 24
FINISHES: Death Metal Black, Stealth Black
BOLT PATTERNS: 5x139.7, 5x150, 6x135, 6x139.7, 8x165, 8x170, 8x180
APPLICATIONS: Lifted and leveled trucks
WHEEL TYPE: One piece



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LT1

DIAMETER: 20

FINISHES: Chrome, Gloss Black, Machined Black, optional bead-lock ring
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180

APPLICATIONS: Lifted truck
WHEEL TYPE: One piece



LT2

DIAMETER: 20

FINISHES: Machined black, PVD
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180

APPLICATIONS: Lifted truck
WHEEL TYPE: One piece



RT1

DIAMETER: 20

FINISHES: Satin Graphite with brushed center, Gloss Black with brushed center, Gloss Black with Gloss Graphite, Satin Black, PVD, PVD with brushed center, optional bead-lock ring
BOLT PATTERNS: 5x114.3, 5x115, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180

APPLICATIONS: Racing truck
WHEEL TYPE: One piece



RT2

DIAMETER: 17, 20

FINISHES: Satin Black with Satin Graphite, Satin Black with machined ring and center, Satin Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180

APPLICATIONS: Racing truck
WHEEL TYPE: One piece



ST1

DIAMETER: 17, 18, 20

FINISHES: Gloss Black with milled accents, Gloss Black with machined face, Satin Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180

APPLICATIONS: Street truck
WHEEL TYPE: One piece



ST2

DIAMETER: 20

FINISHES: Satin Black machined center, PVD
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180

APPLICATIONS: Street truck
WHEEL TYPE: One piece



MM1

DIAMETER: 20

FINISHES: Gloss Black with machined face, Gloss Silver with machined face, PVD
BOLT PATTERNS: 5x114.3, 5x115, 5x120, 5x127

APPLICATIONS: Modern Muscle
WHEEL TYPE: One piece



MM2

DIAMETER: 20

FINISHES: PVD, Gloss Black with machined face, Gloss Silver with machined face
BOLT PATTERNS: 5x114.3, 5x115, 5x120, 5x127

APPLICATIONS: Modern Muscle
WHEEL TYPE: One piece



MM3

DIAMETER: 20

FINISHES: Gloss Silver with machined face, Gloss Black with machined face, PVD
BOLT PATTERNS: 5x114.3, 5x115, 5x120, 5x127

APPLICATIONS: Modern Muscle
WHEEL TYPE: One piece



DROPSTARS WHEELS



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DROP★STARS OFFROAD



647BM

DIAMETER: 17, 18, 20, 22
FINISHES: Satin Black with CNC-milled accents and chrome D-Star cap
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



645V

DIAMETER: 17, 18, 20
FINISHES: Bright PVD - durable all-weather synthetic chrome. Note: Size 20x10 is chrome plated
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



645MB

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with mirror-machined face and chrome D-Star cap
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



645B

DIAMETER: 17, 18, 20
FINISHES: Satin Black with CNC-milled lip accents and chrome D-Star cap
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



646MB

DIAMETER: 18, 20
FINISHES: Gloss Black with mirror-machined face and chrome D-Star cap
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



643MB

DIAMETER: 18, 20, 22
FINISHES: Mirror-machined face and lip edge with Gloss Black accents
BOLT PATTERNS: 5x108, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury passenger cars and SUVs
WHEEL TYPE: One piece



644B-5

DIAMETER: 18, 20, 22
FINISHES: Satin Black with mirror-machined lip edge
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 5x120.7, 5x127, 6x135, 6x139.7
APPLICATIONS: Luxury passenger cars and SUVs
WHEEL TYPE: One piece



644MB-5

DIAMETER: 18, 20, 22
FINISHES: Mirror-machined face and lip edge with Gloss Black accents
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury passenger cars and SUVs
WHEEL TYPE: One piece



644MB-6

DIAMETER: 24
FINISHES: Mirror-machined face and lip edge with Gloss Black accents
BOLT PATTERNS: 6x135, 6x139.7
APPLICATIONS: Luxury SUVs
WHEEL TYPE: One piece



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Tuff

DIAMETER: 15, 16, 17
FINISHES: Flat Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



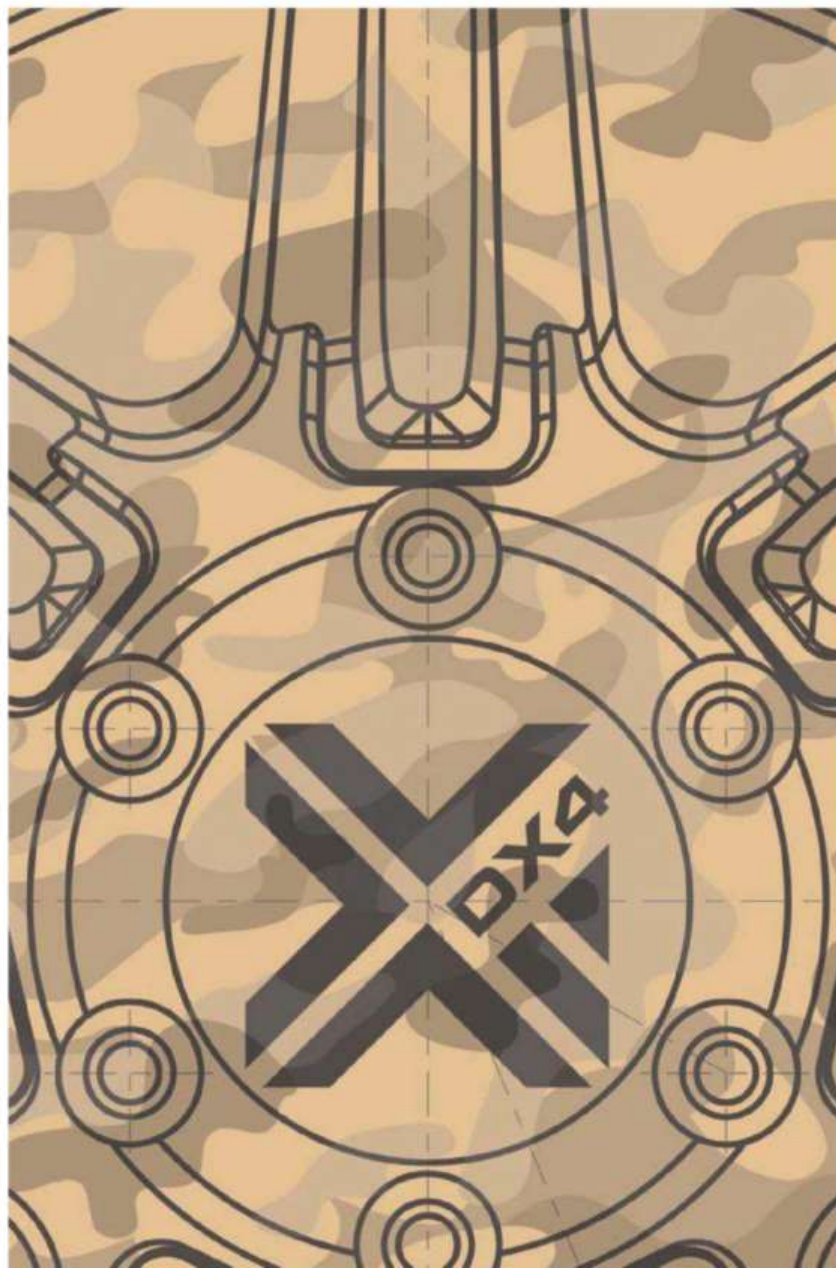
Tuff

DIAMETER: 15, 16, 17
FINISHES: Flat Black machined
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



7S

DIAMETER: 15, 16, 17
FINISHES: Flat Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



7S

DIAMETER: 15, 16, 17
FINISHES: Flat Black machined
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



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739B Endurance

DIAMETER: 17, 20
FINISHES: Satin Black center with anthracite gray lip and aluminum lip bolts
BOLT PATTERNS: 5x114.3, 5x127, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



737BM Challenger

DIAMETER: 18, 20
FINISHES: Gloss Black with CNC-milled accents
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



737V Challenger

DIAMETER: 18, 20
FINISHES: Bright PVD-durable all-weather synthetic chrome
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



726M Big Block

DIAMETER: 18, 20, 22
FINISHES: Gloss Black with mirror-machined face and spot-milled lip accents
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



726C Big Block

DIAMETER: 18, 20, 22
FINISHES: Chrome plated
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



726MB Big Block

DIAMETER: 18, 20, 22
FINISHES: Satin Black with milled accents
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



738MB Switchback

DIAMETER: 17, 18, 20
FINISHES: Satin Black with mirror-machined spoke accents and gold-tone cadmium bolts
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



738V Switchback

DIAMETER: 17, 18, 20
FINISHES: Bright PVD with gold-tone cadmium-plated bolts-all-weather synthetic chrome
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



719C Backcountry

DIAMETER: 18, 20
FINISHES: Chrome plated
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece

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FF|09

FF|10

FF|11

FF|12

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Beast

DIAMETER: 17, 18, 20, 22
FINISHES: Black and machined with Dark Tint
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x104.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece



Summit

DIAMETER: 20
FINISHES: Matte Black
BOLT PATTERNS: 5x127, 5x139.7, 6x135, 6x139.7
WHEEL TYPE: One piece



Assault

DIAMETER: 17, 18, 20, 22
FINISHES: Black and milled
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece



Vapor

DIAMETER: 17, 18, 20
FINISHES: Matte Black, Matte Black and Machined with Dark Tint
BOLT PATTERNS: 5x114.3, 5x120, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece



Hostage III

DIAMETER: 17, 18, 20
FINISHES: Matte Anthracite and Matte Black
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece



Savage

DIAMETER: 17, 18, 20
FINISHES: Gloss Black and milled, Matte Black and milled with machined lip
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece



Rotor

DIAMETER: 17, 20
FINISHES: Matte Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7
WHEEL TYPE: One piece



JM2

DIAMETER: 17, 20
FINISHES: Matte Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7
WHEEL TYPE: One piece



Maverick

DIAMETER: 20
FINISHES: Anthracite and milled
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece

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Bully Pro

DIAMETER: 15, 16, 17
FINISHES: Pro Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x114.3, 6x139.7, 8x165.1, 8x170
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Tracker Pro

DIAMETER: 15, 16, 17
FINISHES: Pro Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x114.3, 6x139.7, 8x165.1, 8x170
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Punch

DIAMETER: 15, 16, 17, 18
FINISHES: Anthracite machined
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Strike 5

DIAMETER: 16, 17, 18, 20
FINISHES: Matte Black machined, Silver machined and Matte Black
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Scorpion

DIAMETER: 16, 17, 18, 20
FINISHES: Anthracite machined and Matte Black machined
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



MK6

DIAMETER: 16, 17, 18
FINISHES: Matte Black, Matte Bronze, and Matte Gunmetal
BOLT PATTERNS: 5x150, 6x114.3, 6x139.7
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Strike 8

DIAMETER: 16, 17, 18, 20
FINISHES: Matte Black, Matte Black machined, and Silver machined
BOLT PATTERNS: 8x165.1, 8x170
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Guardian

DIAMETER: 16, 17, 18, 20
FINISHES: Matte Black, Bronze, and chrome
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Tracker

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Matte Black and polished
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



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Type M18

DIAMETER: 15, 17, 18, 20
FINISHES: Matte Black with machine bead lip and bolts (shown); Matte Graphite with machine bead lip and bolts
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7
APPLICATIONS: Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs
WHEEL TYPE: One piece



Type M17

DIAMETER: 16, 17, 18, 20
FINISHES: Gloss Black with machined accents and drill holes
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x114.3, 6x135, 6x139.7
APPLICATIONS: Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs
WHEEL TYPE: One piece



Type M16

DIAMETER: 17, 18, 20
FINISHES: Matte Black with bolts
BOLT PATTERNS: 5x127, 5x139.7, 6x135, 6x139.7
APPLICATIONS: Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs
WHEEL TYPE: One piece



Type M15

DIAMETER: 17, 18, 20
FINISHES: Bright Satin (shown) with drill holes; Gloss Black with drill holes
BOLT PATTERNS: 5x127, 5x139.7, 6x135, 6x139.7
APPLICATIONS: Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs
WHEEL TYPE: One piece



Type M14

DIAMETER: 17, 18, 20
FINISHES: Machined face Silver (shown); Matte Black
BOLT PATTERNS: 5x127, 5x139.7, 6x135, 6x139.7
APPLICATIONS: Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs
WHEEL TYPE: One piece



Type M13

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Matte Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x114.3, 6x135, 6x139.7
APPLICATIONS: Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs
WHEEL TYPE: One piece



Type M12

DIAMETER: 16, 17, 18, 20
FINISHES: Matte Black with machine bead lip
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Applications for 5-lug/6-lug/8-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs
WHEEL TYPE: One piece



Type M1X

DIAMETER: 17, 18, 20
FINISHES: Matte Black machine bead lip
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x150, 6x135, 6x139.7
APPLICATIONS: Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs
WHEEL TYPE: One piece



Type M2X

DIAMETER: 17, 18, 20
FINISHES: Gloss Black machine bead lip
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x150, 6x135, 6x139.7
APPLICATIONS: Applications for 5-lug/6-lug street and lifted, on- and off-road trucks, Jeeps, and SUVs
WHEEL TYPE: One piece

MB
WHEELS



11



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352

DIAMETER: 16, 17, 18, 20
FINISHES: Matte Black
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



352

DIAMETER: 16, 17, 18, 20
FINISHES: Matte Black machined
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



11

DIAMETER: 15, 16, 17
FINISHES: Matte Black
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x139.7, 8x165.1, 8x170
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



11

DIAMETER: 15, 16, 17
FINISHES: Matte Black machined
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Vortex

DIAMETER: 16, 17, 18, 20
FINISHES: Matte Black
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Vortex

DIAMETER: 16, 17, 18, 20
FINISHES: Black machined
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



Razor

DIAMETER: 15, 16, 17, 20
FINISHES: Black machined
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1
APPLICATIONS: Enter all applications
WHEEL TYPE: One piece



TKO

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Matte Black
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



TKO

DIAMETER: 16, 17, 18, 20
FINISHES: Chrome
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x127, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: On- and off-road trucks and SUVs
WHEEL TYPE: One piece



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648B

DIAMETER: 20, 22

FINISHES: Satin Black with Green Monster M-Claw logo and matching Monster Green lip-edge bolts

BOLT PATTERNS: 5x127, 5x150, 6x135, 6x139.7, 8x165.1, 8x170

APPLICATIONS: Trucks and SUVs

WHEEL TYPE: One piece



648MB

DIAMETER: 20, 22

FINISHES: Gloss Black with mirror-machined accents, Green Monster M-Claw logo and chrome lip-edge bolts

BOLT PATTERNS: 5x127, 5x150, 6x135, 6x139.7, 8x165.1, 8x170

APPLICATIONS: Trucks and SUVs

WHEEL TYPE: One piece



539BM

DIAMETER: 20, 22

FINISHES: Gloss Black with CNC-milled accents, Green Monster M-Claw logo and black lip-edge accents

BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180

APPLICATIONS: Trucks and SUVs

WHEEL TYPE: One piece



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M88

18 BLACK MILLED
20 BLACK



M70

17 BLACK MACHINED
18 CHROME
20 BLACK



M08

17 GLOSS BLACK MILLED
18 BLACK MACHINED
20 FLAT BLACK
22 CHROME



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M88

DIAMETER: 18, 20, 22
FINISHES: Black milled, Black, Black machined face
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x127, 6x135, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece



M06

DIAMETER: 18, 20
FINISHES: Black machined, Chrome, Black
BOLT PATTERNS: 5x135, 5x139.7, 6x127, 6x135, 6x139.7
WHEEL TYPE: One piece



M10

DIAMETER: 17, 18, 20
FINISHES: Black, Black machined, chrome, milled
BOLT PATTERNS: 5x114.3, 5x135, 6x127, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece



M03

DIAMETER: 17, 20, 22, 24, 26, 28, 30
FINISHES: Black machined, chrome, Black
BOLT PATTERNS: 5x135, 5x139.7, 6x120, 6x135, 6x139.7, 8x165.1, 8x170
WHEEL TYPE: One piece



M08

DIAMETER: 17, 18, 20, 22
FINISHES: Gloss Black milled, Flat Black, Black machined, chrome
BOLT PATTERNS: 5x114.3, 5x135, 5x139.7, 6x127, 6x135, 6x139.7, 8x165.1, 8x170
WHEEL TYPE: One piece



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17X9, 18X9, 20X9, 20X10

UZI 20X9

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ASSAULT 20X10

ALSO AVAIL. IN ALL CHROME

COLT 20X9, 20X10, 22X12

ALSO AVAIL. IN ALL CHROME

BLADE 24X12

ALSO AVAIL. IN ALL CHROME



SCALPEL MONO BLOCK
20X10, 20X12, 22X12, 24X12/CUSTOM

96-R

20X9 COVERED CAP, 22X9.5 EXPOSED

98-R

20X9

FURY

20X9, 20X10

ASSASSIN

18X9, 20X9, 20X10, 20X12, 22X12

94-R (CHROME AVAIL.)

17X9, 18X9, 20X9, 20X10, 22X10



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RX-3 STEP

TEXTURED BLACK FINISH

STAINLESS STEEL FINISH



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New Blade (custom two-tone finish shown)

DIAMETER: 24
FINISHES: All chrome, Gloss Black with machined accents, custom finish
BOLT PATTERNS: 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180
APPLICATIONS: Trucks and SUVs
WHEEL TYPE: One piece



New Colt (custom two-tone finish shown)

DIAMETER: 20, 22
FINISHES: All chrome, Gloss Black with machined accents, custom finish
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180
APPLICATIONS: Trucks and SUVs
WHEEL TYPE: One piece



New UZI (custom finish shown)

DIAMETER: 20
FINISHES: All chrome, Gloss Black with machined accents, all Gloss Black, custom finish
BOLT PATTERNS: 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180
APPLICATIONS: Trucks and SUVs
WHEEL TYPE: One piece



New Assault (custom finish shown)

DIAMETER: 20
FINISHES: All chrome, Gloss Black with machined accents, all Gloss Black, custom finish
BOLT PATTERNS: 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180
APPLICATIONS: Trucks and SUVs
WHEEL TYPE: One piece



Tactical (optional bead ring shown)

DIAMETER: 18, 20
FINISHES: Gloss Black with machined accents, custom finish
BOLT PATTERNS: 5x108, 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180
APPLICATIONS: Trucks and SUVs
WHEEL TYPE: One piece



Voltage (optional bead ring shown)

DIAMETER: 17, 18, 20
FINISHES: Gloss Black with machined accents, custom finish
BOLT PATTERNS: 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180
APPLICATIONS: Trucks and SUVs
WHEEL TYPE: One piece



New Savage Forged 1-piece Monoblock (custom finish shown)

DIAMETER: 20, 22, 24
FINISHES: All chrome, Gloss Black with machined accents, all Gloss Black, custom finish
BOLT PATTERNS: 5x110, 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180
APPLICATIONS: Trucks and SUVs
WHEEL TYPE: One piece



New Beretta Forged 1-piece Monoblock (custom finish shown)

DIAMETER: 20, 22, 24
FINISHES: All chrome, Gloss Black with machined accents, all Gloss Black, custom finish
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180
APPLICATIONS: Trucks and SUVs
WHEEL TYPE: One piece



New Revolver-6 Forged 1-piece Monoblock (custom finish shown)

DIAMETER: 20, 22, 24
FINISHES: All chrome, Gloss Black with machined accents, all Gloss Black, custom finish
BOLT PATTERNS: 5x112, 5x114.3, 5x115, 5x120, 5x120.65, 5x120.7, 5x127, 5x130, 5x135, 5x139.7, 5x150, 5x205, 6x114.3, 6x115, 6x120, 6x127, 6x132, 6x135, 6x139.7, 6x165.1, 8x170, 8x180
APPLICATIONS: Trucks and SUVs
WHEEL TYPE: One piece



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Dick Cepek Blackout

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Black painted
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
WHEEL TYPE: One piece



Granite Alloy® GA640

DIAMETER: 16, 17, 18, 20
FINISHES: Anthracite painted, Black painted
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x150, 6x135, 6x139.7
WHEEL TYPE: One piece



Granite Alloy® GV7

DIAMETER: 17, 18, 20
FINISHES: Black with milled accent
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece



KMC XD Series XD820 Grenade

DIAMETER: 16, 17, 18, 20, 22
FINISHES: Black with milled accent, machined with Black accent, Black painted
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
WHEEL TYPE: One piece



MAMBA M18

DIAMETER: 15, 17, 18, 20
FINISHES: Matte Graphite Silver with machined lip, Black with machined lip
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7
WHEEL TYPE: One piece



Method Roost

DIAMETER: 17, 18, 20
FINISHES: Black painted, Bronze painted
BOLT PATTERNS: 5x127, 5x139.7, 5x150, 6x135, 6x139.7
WHEEL TYPE: One piece



Monte TITANO MT216 Rocca-6

DIAMETER: 17, 18
FINISHES: Black with machined lip, Matte Titanium
BOLT PATTERNS: 6x132, 6x135, 6x139.7
WHEEL TYPE: One piece



Ultra Motorsports Xtreme X106 Sawblade

DIAMETER: 17
FINISHES: Anthracite with Black lip, Black painted
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
WHEEL TYPE: One piece



Walker Evans Racing 501 Legend

DIAMETER: 15, 16, 17
FINISHES: Machined with Black accent, Black painted
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
WHEEL TYPE: One piece



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538MB

DIAMETER: 17, 18, 20
FINISHES: Gloss black with mirror-machined face and chrome T-Star cap
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



535V

DIAMETER: 17, 18, 20, 22
FINISHES: Bright PVD with T-Star cap-durable all-weather synthetic chrome. Note: Sizes 20x12 and 22x12 are chrome plated
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



535MB

DIAMETER: 17, 18, 20, 22
FINISHES: Gloss black with mirror-machined face and chrome T-Star cap
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



535B

DIAMETER: 17, 18, 20, 22
FINISHES: Satin Black with CNC-milled lip accents
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170, 8x180
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



534B

DIAMETER: 18, 20, 22
FINISHES: Satin Black with chrome bolt accents and chrome T-Star cap
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Off-Road
WHEEL TYPE: One piece



536MB

DIAMETER: 18, 20, 22
FINISHES: Mirror-machined face and lip edge with gloss-black accents
BOLT PATTERNS: 5x100, 5x110, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece



537MB

DIAMETER: 18, 20, 22
FINISHES: Mirror-machined face and lip edge with gloss-black accents
BOLT PATTERNS: 5x100, 5x112, 5x114.3, 5x115, 5x120
APPLICATIONS: Luxury cars and SUVs
WHEEL TYPE: One piece

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T14

DIAMETER: 20
FINISHES: Satin Black with milled spokes, Satin Black
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks: Off-Road and Street
WHEEL TYPE: One piece



T12

DIAMETER: 20
FINISHES: Satin Black with milled spokes and brushed inserts, Satin Black with Red Inserts, Satin Black with brushed inserts
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks: Off-Road and Street
WHEEL TYPE: One piece



T10

DIAMETER: 15, 16, 17, 18, 20, 22
FINISHES: Gloss Black with milled spokes, Flat Black with Red accents
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x114.3, 6x120, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks: Off-Road and Street
WHEEL TYPE: One piece



T07

DIAMETER: 17, 20, 22
FINISHES: Satin Black
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7
APPLICATIONS: Trucks: Off-Road and Street
WHEEL TYPE: One piece



T05

DIAMETER: 16, 17, 20, 24
FINISHES: Flat Black, Flat Black with machined face, chrome
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks: Off-Road and Street
WHEEL TYPE: One piece



T11

DIAMETER: 18, 20
FINISHES: Satin Black with milled spokes, Satin Black with machined face
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7
APPLICATIONS: Trucks: Off-Road and Street
WHEEL TYPE: One piece



T06

DIAMETER: 16, 17, 20, 22
FINISHES: Satin Black with machined face, Satin Black, chrome
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks: Off-Road and Street
WHEEL TYPE: One piece



T13

DIAMETER: 16, 17, 20, 22, 24, 26
FINISHES: Gloss Black with machined face and flange, chrome, Gloss Black-26-inch only
BOLT PATTERNS: 5x127, 5x135, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks: Off-Road and Street
WHEEL TYPE: One piece



T01

DIAMETER: 15, 16, 17, 18, 20, 22
FINISHES: Flat Black with red or chrome inserts, Flat Black with machined face and red or chrome inserts, chrome with chrome inserts
BOLT PATTERNS: 5x114.3, 5x127, 5x135, 5x139.7, 6x114.3, 6x120, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks: Off-Road and Street
WHEEL TYPE: One piece

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X100

17x8.5, 20x9



X106

17x8.5 **SAWBLADE**



X106

17x8.5 **SAWBLADE**



X102

15x8, 16x8, 17x8.5, 18x9, 20x9



501

15x8, 16x8, 17x8.5 **LEGEND**



504

16x8, 17x8.5 18x9, 20x9 **LEGACY**



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X103 Wide 5 True Beadlock

DIAMETER: 15, 17
FINISHES: Machined with machined beadlock, Satin Black with Satin Black beadlock
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 6x165.1, 8x165.1
APPLICATIONS: Off-road use only wide 5
WHEEL TYPE: One piece



X103 Truck True Beadlock

DIAMETER: 15, 16, 17
FINISHES: Machined with machined beadlock
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 6x165.1, 8x165.1
APPLICATIONS: Off-road use only
WHEEL TYPE: One piece



X106 Sawblade

DIAMETER: 17
FINISHES: Satin Anthracite Grey with Satin Black lip, Satin Black with Satin Black lip
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, SUVs, Jeeps
WHEEL TYPE: One piece



X102 Xtreme

DIAMETER: 15, 16, 17, 18, 20
FINISHES: Satin Black with diamond-cut face and Satin Black lip, Satin Black with Satin Black lip
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, SUVs, Jeeps
WHEEL TYPE: One piece



X100

DIAMETER: 17, 20
FINISHES: Gloss Black with milling
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7
APPLICATIONS: Trucks, SUVs, Jeeps
WHEEL TYPE: One piece



Walker Evans 501 Legend

DIAMETER: 15, 16, 17
FINISHES: Satin Black with Satin Black lip, Satin Black with diamond-cut face
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, SUVs, Jeeps
WHEEL TYPE: One piece



Walker Evans 500 Truck Legend

DIAMETER: 17
FINISHES: Shot-peened with machined center bowl and machined beadlock, Gloss Black with diamond-cut face and machined beadlock
BOLT PATTERNS: 5x114.3, 5x120.65, 5x127, 5x139.7, 6x135, 6x139.7, 6x165.1, 8x165.1, 8x170
APPLICATIONS: Off-road use only
WHEEL TYPE: One piece



Walker Evans 500 UTV Legend

DIAMETER: 14, 15
FINISHES: Gloss Black with machined beadlock, shot-peened with machined center bowl and machined beadlock, Gloss Black with diamond-cut face and machined beadlock
BOLT PATTERNS: 4x115, 4x136, 4x136.5, 4x156
APPLICATIONS: UTV off-road use only
WHEEL TYPE: One piece



Walker Evans 504 Legacy

DIAMETER: 16, 17, 18, 20
FINISHES: Satin Black with diamond-cut face and Satin Black lip, Satin Black with Satin Black lip
BOLT PATTERNS: 5x114.3, 5x127, 5x139.7, 5x150, 6x135, 6x139.7, 8x165.1, 8x170
APPLICATIONS: Trucks, SUVs, Jeeps
WHEEL TYPE: One piece



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ContiForceContact™

CATEGORY: Passenger cars and performance
SIZES: 225-40-18 through 335-30-19
DIRECTIONAL: No
DESCRIPTION: This ultra-responsive tire is engineered for track and street performance. Precise control, confident handling, and outstanding grip.



ContiSportContact™ 5P

CATEGORY: Passenger cars and performance
SIZES: 235-40-18 through 325-35-22
DIRECTIONAL: No
DESCRIPTION: A combination of responsive handling and improved grip, allowing for additional steering response, faster cornering, shorter braking distances, and better wet grip.



ExtremeContact™ DW

CATEGORY: Passenger cars and performance
SIZES: 205-45-16 through 295-25-21
DIRECTIONAL: No
DESCRIPTION: The innovative technology of this ultra-high-performance tire delivers excellent traction and responsive handling. Providing improved ride comfort and better gas mileage.



ExtremeContact™ DWS06

CATEGORY: Passenger cars and performance
SIZES: 195-50-16 through 285-35-22
DIRECTIONAL: No
DESCRIPTION: This ultimate UHP, all-season tire maintains excellent snow traction, while improvements in wet traction, dry handling, and tread life have been made with the new SportPlus Technology.



PureContact™

CATEGORY: Passenger cars and performance
SIZES: 195-65-15 through 245-45-20
DIRECTIONAL: No
DESCRIPTION: A skillful balance of luxury and all-season performance designed for long wear, a comfortable ride, and best-in-class wet braking.



TrueContact™

CATEGORY: Passenger cars and performance
SIZES: 185-65-15 through 235-55-19
DIRECTIONAL: No
DESCRIPTION: Provides touring performance, all-season traction, combined with fuel efficiency, long-wear, and best-in-class wet braking, to make this tire an excellent choice.



ProContact™ TX / ProContact™ GX / ProContact™ RX

CATEGORY: Passenger cars and performance
SIZES: 185-60-15 through 265-35-20
DIRECTIONAL: No
DESCRIPTION: Touring performance all-season tire designed for consumers wanting original-equipment performance.



CrossContact™ LX20

CATEGORY: Light trucks and SUVs
SIZES: 225-70-16 through 285-45-22
DIRECTIONAL: No
DESCRIPTION: This dynamic tire delivers improved fuel economy and treadwear while reducing harmful CO₂ emissions. Providing a comfortable ride, shorter stopping distances on wet ground, and increased traction and grip on snow.



WinterContact™ SI

CATEGORY: Passenger cars and performance
SIZES: 195-65-15 through 245-50-20
DIRECTIONAL: Yes
DESCRIPTION: Focused on snow and ice, this tire includes Continental's patented PolarPlus+ Technology for ultimate grip in snow, ice, and wet conditions.

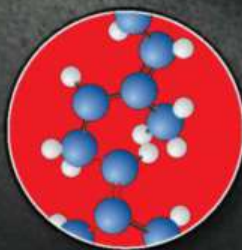
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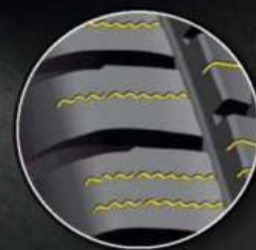
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Yokohama YK-580

APPLICATIONS: Domestic, Import, and European passenger cars
CATEGORY: Passenger cars and performance

DIRECTIONAL: No

DESCRIPTION: The Yokohama YK-580 has the most advanced compounds and tread design to deliver exceptional treadlife, wet and dry handling, and low rolling resistance (LRR) for improved fuel economy. H&V speed-rated tires have a 60,000-mile limited tread wear warranty.



Road Hugger GT ECO

APPLICATIONS: Domestic, Import, and European passenger cars
CATEGORY: Passenger cars and performance

SIZES: 185-65-15, 195-55-15, 195-60-15, 195-65-15, 205-50-16, 205-55-16, 205-60-16, 205-65-16, 205-65-17, 215-50-17, 215-55-17, 215-60-16, 225-50-17, 225-55-16, 225-60-16, 235-55-17

DIRECTIONAL: No

DESCRIPTION: The Road Hugger GT ECO was created for great handling, but it's also environmentally friendly. Special compounds reduce CO₂ emissions and lower rolling resistance for higher fuel efficiency.



Pathfinder Sport SAT

APPLICATIONS: Light trucks and SUVs

CATEGORY: Light trucks and SUVs

SIZES: 225-75-16, 235-70-16, 235-75-15, 235-85-16, 245-65-17, 245-70-16, 245-70-17, 245-75-16, 245-75-17, 255-70-16, 265-65-17, 265-70-16, 265-70-17, 265-70-18, 265-75-16, 275-60-20, 275-65-18, 275-70-18, 285-60-18, 285-70-17, 285-75-16, 30-9-50-15, 31-10-50-15

DIRECTIONAL: No

DESCRIPTION: The Pathfinder Sport S A/T light truck design combines a smart balance of on-road handling and off-road traction.



Yokohama YK-HTX

APPLICATIONS: Light trucks and SUVs

CATEGORY: Light trucks and SUVs

DIRECTIONAL: No

DESCRIPTION: Today's truck, SUV, and CUV drivers demand a lot from their tires, and the Yokohama YK-HTX delivers with long wear, quiet ride, great all-season traction, and excellent handling. It's backed by the company's 70,000-mile tread wear warranty*. Sizes are available in



Falken Pro G4 A/S

APPLICATIONS: Domestic, Import and European passenger cars

CATEGORY: Passenger cars and performance

DIRECTIONAL: No

DESCRIPTION: Falken's new Pro G4 all-season performance tire is a great choice for virtually any climate. You can expect longer wear, quieter ride, better traction, sportier handling, and improved fuel economy with this next-generation design. Available in a wide ran



Falken Sincera SN-828

APPLICATIONS: Domestic, Import and European passenger cars

CATEGORY: Passenger cars and performance

DIRECTIONAL: No

SIZES: 175-65-14, 175-70-13, 175-70-14, 185-65-14, 185-65-15, 185-70-13, 185-70-14, 195-65-14, 195-65-15, 195-70-14, 205-55-16, 205-65-15, 205-70-15, 215-60-16, 215-65-15, 215-65-16, 215-70-15, 225-60-16, 225-70-15

DIRECTIONAL: No

DESCRIPTION: The Falken SN-828 is a T speed rated touring tire designed for a wide range of vehicles in sizes 13 inch to 16 inch. All-season traction, positive handling, and a quiet ride help deliver solid value.



Cooper Discoverer ATP

APPLICATIONS: Light trucks and SUVs

CATEGORY: Light trucks and SUVs

SIZES: 225-75-16, 245-65-17, 245-70-17, 245-75-16, 245-75-17, 255-70-16, 265-60-18, 265-60-20, 265-65-18, 265-70-16, 265-70-17, 265-75-16, 275-55-20, 275-60-20, 275-65-18, 275-65-20, 285-50-20, 285-65-18, 285-70-17, 285-75-16, 31-10-50-15

DIRECTIONAL: No

DESCRIPTION: Designed to provide a great balance of on- and off-road traction.



Cooper Discoverer HTP

APPLICATIONS: Light trucks and SUVs

CATEGORY: Light Trucks and SUVs

SIZES: 215-70-16, 215-85-16, 225-70-16, 235-60-18, 235-65-17, 235-70-16, 235-75-15, 235-80-17, 245-60-18, 245-65-17, 245-70-16, 245-70-17, 245-75-16, 245-75-17, 255-55-18, 255-70-16, 265-60-18, 265-65-17, 265-70-16, 265-70-17, 275-55-20, 275-70-18

DIRECTIONAL: No

DESCRIPTION: The Discoverer HTP is a highway touring tire designed to deliver dependable traction and handling along with great mileage.

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- 30x10-15

Rage STORM

- 26x9-12
- 26x11-12
- 27x9-12
- 27x11-12
- 26x9-14
- 26x11-14
- 27x9-14
- 27x11-14
- 28x10-14

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Rage Storm

APPLICATIONS: ATV and UTV vehicles.
CATEGORY: ATV and UTV
SIZES: 26-11-12, 26-11-14, 26-9-12, 26-9-14, 27-11-12, 27-11-14, 27-9-12, 27-9-14, 28-10-14
DIRECTIONAL: No
DESCRIPTION: Discount Tire prides itself on offering high-quality products at a great value, and the Rage line of ATV/UTV tires are no exception. The durable 8-ply rated Rage Storm is an all-terrain tire that delivers high-caliber control in hardpack, light mud, and snow conditions.



Continental Control Contact Tour A/S

APPLICATIONS: Domestic, import and European passenger cars.
CATEGORY: Passenger cars and performance.
SIZES: 185-60-15, 185-65-14, 185-65-15, 195-60-15, 195-65-15, 205-55-16, 205-60-16, 205-65-15, 215-60-16, 215-60-17, 215-65-15, 215-65-16, 215-65-17, 225-50-17, 225-60-16, 225-60-17, 225-65-16, 225-65-17, 235-65-16, 235-65-17
DIRECTIONAL: No
DESCRIPTION: The Continental ControlContact Tour A/S delivers long wear, reliable safety, and uncompromised performance. It provides exceptional wet traction—especially wet braking. Among the best cost-per-mile values, the tire is covered by a 90,000-mile warranty.



Goodyear Assurance Touring

APPLICATIONS: Domestic, import and European passenger cars.
CATEGORY: Passenger cars and performance.
SIZES: 185-65-15, 205-55-16, 205-60-16, 215-55-16, 215-55-17, 215-60-16, 215-65-16, 215-65-17, 225-55-17, 225-60-16, 225-60-17, 225-65-17, 235-60-16, 235-65-16, 235-65-17
DIRECTIONAL: No
DESCRIPTION: The all-season design of the Goodyear Assurance Touring will appeal to drivers of various vehicles who want an affordably priced tire with great traction, handling, and wear.



Rage Thunder

APPLICATIONS: ATV and UTV vehicles.
CATEGORY: ATV and UTV
SIZES: 26-11-14, 26-9-14, 27-11-14, 27-9-14, 28-10-14, 28-10-15, 30-10-14, 30-10-15
DIRECTIONAL: No
DESCRIPTION: The durable 8-ply rated Rage Thunder is a cross between a mud terrain and all-terrain tire and delivers exceptional performance even in the toughest of terrain. Available in 14-inch and 15-inch wheel sizes, with tire diameters ranging from 26-inch to 30-inch.



Continental Control Contact Sport A/S

APPLICATIONS: Domestic, import and European passenger cars.
CATEGORY: Passenger cars and performance.
DIRECTIONAL: No
DESCRIPTION: The Continental ControlContact Sport AS is a high-value, all-season, ultra-high-performance tire that delivers driving control and superior responsiveness in all conditions—dry, wet, and snow. The exclusive model is also backed by a 50,000-mile warranty.



Goodyear Wrangler ArmorTrac

APPLICATIONS: Light trucks and SUVs.
CATEGORY: Light trucks and SUVs.
SIZES: 225-70-15, 225-75-15, 235-70-16, 235-75-15, 245-65-17, 245-70-16, 245-70-17, 245-75-16, 245-75-17, 255-70-18, 265-60-18, 265-70-16, 265-70-17, 265-75-16, 275-60-20, 275-65-18
DIRECTIONAL: No
DESCRIPTION: Goodyear's Wrangler ArmorTrac is a truck tire designed for on- and off-road toughness and traction. Versatile enough for work and play, this tire provides reliable traction on dry, wet, and icy roads.



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G-MAX™ AS-03

CATEGORY: Passenger cars and performance
SIZES: 195-55-16 through 265-40-22
DIRECTIONAL: Yes
DESCRIPTION: Engineered to provide optimum performance for sport performance vehicles in any season. The ultra-high-performance tire offers dry performance, wet traction, snow grip, and extremely long wear.



Altimax™ RT¹³

CATEGORY: Passenger cars and performance
SIZES: 175-70-13 through 245-45-18
DIRECTIONAL: No
DESCRIPTION: An all-season, touring tire designed for a quiet, comfortable ride in combination with all-season traction and enhanced with even treadwear and extended treadlife.



Grabber™ HTS

CATEGORY: Light trucks and SUVs
SIZES: 225-70-15 through 285-45-22
DIRECTIONAL: No
DESCRIPTION: A blend of durability, comfort, and performance. A premium all-season tire with advanced technology providing superior handling and comfort while improving fuel economy.



Grabber™ AT²

CATEGORY: Light trucks and SUVs
SIZES: 225-75-15 through 305-50-20
DIRECTIONAL: No
DESCRIPTION: Provides outstanding traction and confidence no matter the road surface. An aggressive, self-cleaning tread pattern enhances off-road and wet traction capabilities while offering a quiet ride on the highway.



Grabber™ (Red Letters)

CATEGORY: Light trucks and SUVs
SIZES: 265-75-16 through 375-50-22
DIRECTIONAL: No
DESCRIPTION: A balance of off-road capabilities and on-road manners. This tire delivers aggressive off-road traction along with stability and quiet on paved roads.



Grabber™ UHP

CATEGORY: Light trucks and SUVs
SIZES: 255-65-16 through 305-35-24
DIRECTIONAL: Yes
DESCRIPTION: Emphasis on traction, handling, and control. The advanced sound-reduction technology and continuously varying groove angles work together to reduce noise and deliver an impressively quiet ride.



Altimax™ Arctic

CATEGORY: Passenger cars and performance
SIZES: 175-70-13 through 285-70-17
DIRECTIONAL: Yes
DESCRIPTION: A combination of unique grooves and sipes with a modern compound offers high performance at low temperatures. This winter passenger tire performs well in winter conditions ranging from rain to sleet and snow.



Grabber™ Arctic LT

CATEGORY: Light trucks and SUVs
SIZES: 225-75-16 through 275-65-20
DIRECTIONAL: No
DESCRIPTION: A sduddable winter tire, this tire offers outstanding low-temperature traction in snow, ice, and wet conditions. The all-weather light truck tread compound is a strong, cut, and chip-resistant compound.

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Proxes T1 Sport

APPLICATIONS: Ultra-high performance summer tire.
Popular fits: BMW 1 Series, BMW Z4, Ford Mustang GT, Infiniti G37, Nissan 370Z.
CATEGORY: Passenger cars and performance
SIZES: 17" to 20", 205-325mm
DIRECTIONAL: No
DESCRIPTION: The Proxes T1 Sport delivers increased control and precision for true balance in both wet and dry handling. State-of-the-art design and construction provide the perfect mix of high-speed stability and cornering power, precise steering response, and quick braking.



Proxes TIR

APPLICATIONS: Ultra-high performance summer tire.
Popular fits: Audi A7, Cadillac CTS-V, Chevrolet Corvette, Jaguar XKR, Lexus GS 450.
CATEGORY: Passenger cars and performance
SIZES: 15" to 22", 185-345mm
DIRECTIONAL: Yes
DESCRIPTION: The Proxes TIR is an ultra-high performance summer tire designed for sport sedans and coupes. A refined tread design and construction offer improved dry and wet handling as well as performance.



Proxes RIR

APPLICATIONS: Extreme Performance summer tire.
Popular fits: BMW 3 Series, Honda S2000, Porsche Boxster, Subaru WRX STI, Mitsubishi Lancer Evolution.
CATEGORY: Passenger cars and performance
SIZES: 15" to 18", 195-275mm
DIRECTIONAL: Yes
DESCRIPTION: The Proxes RIR helps you drive hard through the corners and quickly accelerate in the straightaways. Features include an aggressive, arrowhead tread design, extra-wide footprint, high-grip compound, and autocross-inspired casing design.



Proxes 4 Plus

APPLICATIONS: Ultra-high performance all-season tire.
Popular fits: Chevrolet Camaro, Dodge Challenger, Hyundai Genesis Coupe, Nissan 370Z, Ford Mustang.
CATEGORY: Passenger cars and performance
SIZES: 16" to 20", 195-315mm
DIRECTIONAL: No
DESCRIPTION: This is the very best ultra-high performance all-season tire we've ever made. Experience better snow braking and up to 47 percent longer tread life than the leading competitor, plus a quieter ride over the life of the tire. The Proxes 4 Plus is perfect for high-powered sports cars.



Extensa HP

APPLICATIONS: High-performance all-season tire.
Popular fits: Ford Focus, Infiniti G35, Scion tC, Subaru Impreza WRX, Mitsubishi Eclipse, Mitsubishi Lancer.
CATEGORY: Passenger cars and performance
SIZES: 15"-22", 185-275mm
DIRECTIONAL: Yes
DESCRIPTION: This high-performance all-season tire offers the quality and styling you expect from Toyo Tires at an unexpected price. Designed with value in mind, the Extensa HP delivers all-season handling, increased mileage, and a comfortable ride.



Proxes ST II

APPLICATIONS: Street/sport truck all-season tire.
Popular fits: Cadillac Escalade, Dodge Durango, Lexus LX, Mercedes-Benz ML, Range Rover.
CATEGORY: Light trucks and SUVs
SIZES: 16" to 24", 225-315mm
DIRECTIONAL: Yes
DESCRIPTION: The Proxes ST II delivers the perfect balance of style and performance for sport trucks, SUVs, and CUVs. Superior handling, confident all-season performance, consistent wear, and a smooth, quiet ride are wrapped up inside an attractive tread design.



Open Country R/T

APPLICATIONS: On/off-road rugged terrain tire. Popular fits: Chevrolet Silverado, Ram Series, Ford F-Series, Jeep Wrangler, Toyota Tundra.
CATEGORY: Light trucks and SUVs
SIZES: 16"-22", 265-285mm, 33x12.50-37x13.50
DIRECTIONAL: No
DESCRIPTION: Off-road performance meets on-road comfort with the new Open Country R/T. Built rugged for any terrain, this 100 percent American-made tire offers excellent off-road traction, durable construction, and aggressive styling. It has the ability to tackle dirt and sand.



Open Country A/T II

APPLICATIONS: On/off-road all-terrain tire. Popular fits: Chevrolet Silverado, Ram Series, Ford F-Series, Jeep Wrangler, Toyota Tundra.
CATEGORY: Light trucks and SUVs
SIZES: 15"-22", 235-325mm, 30x9.50-35x12.50
DIRECTIONAL: No
DESCRIPTION: These versatile all-terrain tires offer over 40 percent more tread life than the leading competitors, a blatantly aggressive tread design, and a quiet ride. They also come with an industry-leading 65,000-mile treadwear warranty and our No Regrets® 45-day, 500-mile trial offer.



Open Country M/T

APPLICATIONS: Off-road maximum traction tire. Popular fits: Chevrolet Silverado, Ram Series, Ford F-Series, Jeep Wrangler, Toyota Tundra.
CATEGORY: Light trucks and SUVs
SIZES: 15"-24", 235-385mm, 31x10.50-40x15.50
DIRECTIONAL: No
DESCRIPTION: Designed for enthusiasts who require extra ground clearance, load-carrying capacity, and off-road capability with great on-road performance, this maximum traction tire is known for its long wear, low noise, and aggressive tread pattern.

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Wheel & tire theft is on the rise. Protect yourself with McGard Wheel Locks.

Wheel & tire theft is increasing across the country. National and local news media have aired many stories about these thefts and how they may occur wherever you park your car, even in your own driveway. Contacting your insurance company isn't the only inconvenience after having your wheels & tires stolen. Being stranded, vehicle damage, loss of use and paying high insurance deductibles can be a huge headache.



Wheel locks are a simple, cost effective solution against theft. McGard wheel locks start at under \$29 and can be easily installed in less than 10 minutes. The unique one-piece design functions like an existing lug nut but requires a special matching key tool for installation and removal. They are safe, secure and reliable. McGard wheel locks have been protecting the world's finest wheels and tires since 1964, ask for them by name.



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Cone Seat Wheel Lock

PRODUCT INFO: McGard's easy-to-use one-piece wheel lock functions like a regular lug nut, but requires a special key tool for installation and removal.
SPECIFIC APPLICATIONS: Available to fit cars, trucks, and SUVs in the following thread sizes: 7/16-20, 1/2-20, 9/16-18, M12 x 1.25, M12 x 1.5, M12 x 1.75, M14 x 1.5, and M14 x 2.0



Bulge/Regular Lug Nuts

PRODUCT INFO: McGard Tough Nuts are designed to last for life. No chipping, peeling, or rusting—EVER.
SPECIFIC APPLICATIONS: Available to fit: 7/16-20, 1/2-20, 9/16-18, M12 x 1.25, M12 x 1.5, M12 x 1.75, M14 x 1.5, and M14 x 2.0



Under the Hub Cap Locks (UHC)

PRODUCT INFO: For use when height clearance is a problem. Perfect for use under wheel covers, hubcaps, and center caps.
SPECIFIC APPLICATIONS: Available to fit: 7/16-20, 1/2-20, 9/16-18, M12 x 1.25, M12 x 1.5, M12 x 1.75, 14 X 1.5, and M14 X 2.0



SplineDrive® Lug Nuts

PRODUCT INFO: The original patented design, engineered to fit small-diameter recesses in aluminum tuner-style wheels. SplineDrive® Lug Nuts offer a closed-end design, maximum gripping power, more stud engagement, and a greater seating surface than socket-style lug nuts. In addition, they are 30 percent lighter. Available in bright chrome, gold, black, and anodized aluminum trim in red and blue.
SPECIFIC APPLICATIONS: Thread sizes: 1/2-20, M12 x 1.25, M12 x 1.5, and M14 x 1.5. Truck and SUV SplineDrive Lug Nuts available in M14 x 1.5



Cone Seat Tuner Wheel Lock

PRODUCT INFO: A no-compromise design engineered to fit into close tolerance lug hole recesses in aluminum tuner-style wheels. Weight matched to our SplineDrive Lug Nuts
SPECIFIC APPLICATIONS: Thread sizes: 1/2-20, M12 x 1.25, M12 x 1.5, and M14 x 1.5



Installation Kits

PRODUCT INFO: Everything you need to install your new wheels in one convenient package! We've combined the best wheel and tire theft protection available with the highest quality fully machined chrome-plated lug nuts. Available with Tough Nut® hex lug nuts or SplineDrive® tuner lug nuts. Most kits include wheel locks and key tool, ID card & storage pouch. Jeep Wrangler 23-piece Installation Kits also available, which include five Wheel Locks (four locks for road wheels and one lock for spare), 18 Lug Nuts (16 nuts for road wheels and 2 nuts for spare), matching key, key pouch, and ID card



Lock Bolts

PRODUCT INFO: Locks to fit European cars are available in many lengths for cone seat, cone seat tuner-style, and radius seat
SPECIFIC APPLICATIONS: Available to fit: M12 x 1.25, M12 x 1.5, M12 x 1.75, M14 x 1.5, and M14 x 1.25



Lug Bolts

PRODUCT INFO: Two-piece design provides optimum safety and performance. Precision manufacturing meets or exceeds OEM requirements. Beautiful black or bright chrome finish enhances the look of any wheel. The triple-nickel chrome plating is guaranteed for life not to chip, peel, or rust. Available in 5-lug Wheel Installation Kits for both Cone and Radius seat.
SPECIFIC APPLICATIONS: Cone Seat Lug Bolts are available in thread sizes: M12 x 1.25, M12 x 1.5, M14 x 1.5, and M14 x 1.25. Radius Seat Lug Bolts are available to fit M14 x 1.5



Jeep Wrangler Accessories

PRODUCT INFO: Jeep Wrangler 5-Lock Sets available in chrome and black, regular and tuner style. Wheel and tire theft protection for your road wheels and spare. Contains five locks (four locks for the road wheels and one lock for the spare) with one matching key for all five locks. Also available are Jeep Door Locks, for Wranglers with removable doors. Simply replace the lower hinge nuts with door lock nuts to protect your Jeep doors from theft.
SPECIFIC APPLICATIONS: Lug Nuts are available in 1/2-20 thread with 3/4-inch or 9/16-inch hex

tireconstruction

Understanding the essential components of a tire.

To better understand the essential components of a tire we've put together this diagram to give you a brief study of the structure, location, and purpose of each specific component on a tire.

1 SHOULDER

The shoulder on each side of the tread is designed to protect the belt and carcass of the tire and to dissipate heat generated during running to the atmosphere. There are two basic kinds of shoulder shapes: rounded and square.

2 SIDEWALL

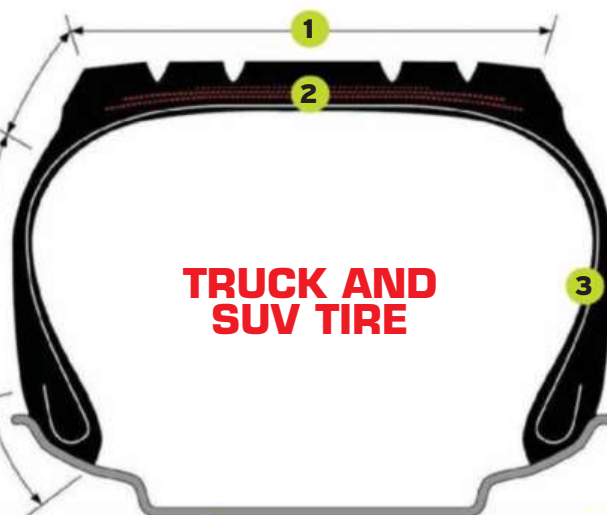
The sidewall on each side of the tire is the section that deflects most during use. The rubber coating serves to protect the carcass and is the area where all of the notations of tire size, brand name, manufacturer, and so on, are located.

3 BEAD

The bead area supports the extremities of the carcass on each side of the tire. This is the part of the tire that anchors the tire to the wheel. Some tires also provide a lip protector on the bead which aids it in preventing the scuffing of the lips on your custom wheel.

4 INNER LINER

The inner liner is a layer of special rubber attached to the carcass that has high resistance to air migration.



1 TREAD

The tread is the part of a tire that makes contact with the road surface. The tread consists of a layer of rubber, which is compounded to suit the specific application and purpose of the tire. The tire and the thickness serve to protect the belt and carcass, and depending on application tread pattern, may be tailored for several purposes including improved water drainage and better traction, as well as increased braking and cornering characteristics.

2 BELT

The belt's reinforcement layer extends around the outer circumference of the carcass under the tread. It acts like an iron hoop and is there to improve the stiffness of the tread area.

3 CARCASS

The carcass is the load-bearing framework that forms the body of the tire. It's composed of rubber coated fabric or steel cords laid in a radial direction. The carcass contains the inflation pressure aiding in supporting the load and absorbing impact.

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